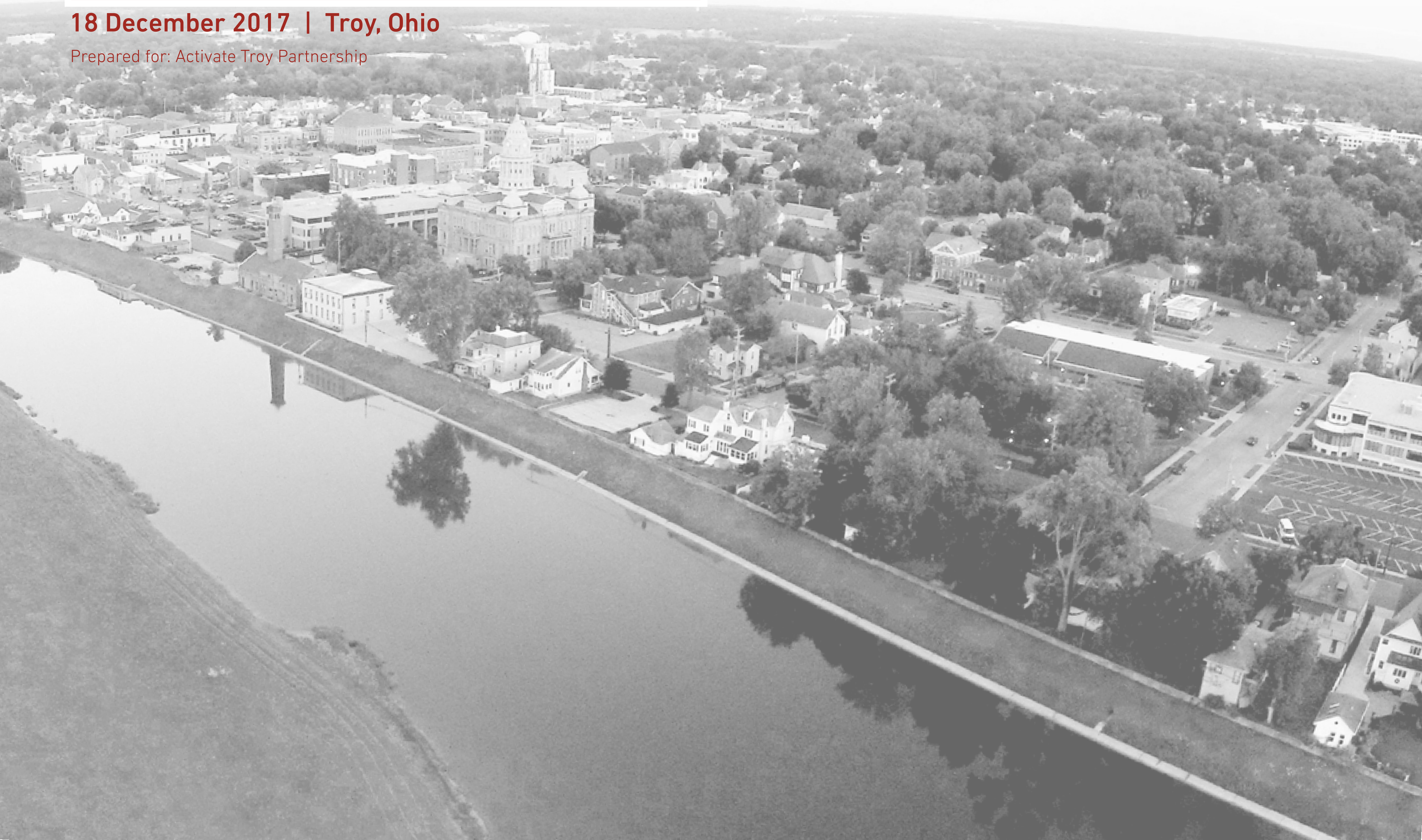


TROY DOWNTOWN RIVERFRONT

STRATEGIC DEVELOPMENT STUDY

18 December 2017 | Troy, Ohio

Prepared for: Activate Troy Partnership



ACKNOWLEDGEMENTS

A global economy, shifting demographics and the need for workforce development - these are just some of the issues facing Troy. The demand to stay competitive, not just with regional and neighboring cities, but also with cities from around the globe, is greater than at any other time in our history.

As more of our residents retire, more of our younger citizens are migrating to other communities that offer amenities and quality of life opportunities that they don't think they can find in Troy. The result is a shrinking population that could threaten our income base, reduce funding for city services and schools, negatively affect housing values, and place burden upon all residents.

In our region, more than 12,000 jobs, many of them high-paying, go unfilled each year thus threatening Troy's economic competitiveness and our ability to meet the needs of our largest employers. Without a sustainable commercial and industrial economy, we cannot assure the unique quality of life that residents have come to enjoy in Troy.

Our goal with this Study was to create and communicate a vision for Troy that drives economic growth, increased investment, and talent attraction/retention to help us meet head-on the challenges we face.

ACTIVATE TROY PARTNERSHIP:



WWW.ACTIVATETROY.COM

DESIGN TEAM:



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An aerial photograph of Troy, Michigan, featuring the city's skyline, including the Michigan State Capitol building, surrounded by dense greenery and a river in the foreground. The entire image is overlaid with a semi-transparent red filter.

1

EXECUTIVE SUMMARY

Troy pulls together the work of many to do big things. We have the opportunity to attract the next wave of investment, talent, and amenities that will make our city's next generation even stronger and more vibrant than the last. To do it, we have crafted a community-driven, action-oriented strategic development study that will guide our efforts to achieve extraordinary results.

BACKGROUND & OVERVIEW



STREETS ALIVE, TROY, OH

The Troy Downtown Riverfront Strategic Development Study is a comprehensive study of Troy's historic downtown and riverfront corridor. The Study was commissioned by a group of private organizations, funders, the City of Troy, and interested stakeholders who came together to form the Activate Troy Partnership.

The Study resulted from the 2015 America's Best Communities (ABC) competition in which Troy placed as a quarter finalist. One of four key initiatives of the nomination called for a comprehensive plan to provide connectivity to Downtown and the riverfront, physically and functionally. The objective was to create new amenities, attractions, and economic opportunities to support the City in workforce attraction.

In late 2016, the Activate Troy Partnership contracted with the urban design and planning firm, MKSK, and its partners to lead the three-stage effort and provide recommendations for Downtown and the riverfront.

This Study was commissioned to help maintain and enhance the special character of Troy's downtown and riverfront corridor, protect its sense of place, encourage investments, and create a dynamic commercial and residential district that instills pride in all citizens.

THIS STUDY:

- Provides development, public space, infrastructure, programming, and policy recommendations
- Creates opportunities and roles for civic and business organizations and property owners to work together
- Intersects current and aspirational strengths
- Inspires programming, public investments

ACTIVATE TROY PARTNERSHIP:

The Activate Troy Partnership is a public-private partnership formed to study and coordinate key community efforts impacting quality of life for all Troy residents. It was originally formed as a Steering Committee to advise and direct efforts involving the Downtown Riverfront Strategic Development Study in order to assure a collaborative, well-rounded and realistic approach to development. Stakeholders include representatives from Troy Main Street, Troy Development Council, Troy Chamber of Commerce, Troy Community Works, The Troy Foundation, The Paul G. Duke Foundation, Troy Area Chamber of Commerce, the City of Troy, and private investors.

PLAN OBJECTIVES



1 TELL OUR STORY BETTER



2 INCREASE JOBS & RESIDENTS DOWNTOWN



3 STRENGTHEN CONNECTIONS TO AN ACTIVE RIVER & TRAIL NETWORK



4 LEVERAGE PARKING AS AN ECONOMIC DEVELOPMENT TOOL



5 CREATE AN ACCESSIBLE USER-FRIENDLY DEVELOPMENT TOOLKIT

VISION: TROY WILL...

- ▶▶ Be the most sought after city in which to live, work, learn, and play outside of the Dayton beltway and in Ohio.
- ▶▶ Be a place that people want to stay for a weekend, for the season, for a career, to grow up, and to retire.
- ▶▶ Be a powerful recruitment tool in helping area employers fill job vacancies.
- ▶▶ Attract and retain employers.
- ▶▶ Attract the talent and creativity that will spawn new innovation and the creation of new firms and industries.
- ▶▶ Make a place our sons and daughters want to come back to and our parents want to retire.
- ▶▶ Be where people want to visit regularly.
- ▶▶ Have higher property values that will make further investment possible.

The strategic investment planning process involved dozens of public meetings, stakeholder sessions, and interviews with hundreds of residents, business owners, institutional leaders, and land owners. It married this research with an existing conditions assessment, understanding of demographic trends, real estate market research, and competitive markets analysis.

Throughout the process, deeper challenges were uncovered: Troy households are getting smaller and older, Troy's youth are decamping for larger metros faster than new people are replacing them, and thousands of blue and white collar jobs are being left unfilled as people are increasingly choosing to pick a dynamic place to live first and find work second.

The jobs are following talent, not the other way around as it used to be. But Troy, unlike many of its peer cities, is operating from a position of tremendous strength. It sits along a storied river and one of the country's most robust bike trail networks. It has a historic urban core surrounded by beautiful neighborhoods. It has phenomenal corporate citizens, and it has committed public and private leadership that work together.

The primary objectives of this Study build on those strengths in response to some of Troy's deepest problems. Troy will tell its story better as an active and healthy river city that is rich in industrial and agricultural heritage. It will activate the latent demand for and increase the supply of residents

and creative, talented, and hardworking individuals downtown and in downtown-near neighborhoods. The value of the river and the city's adjacency along the Great Miami River Recreational Trail will be fully capitalized upon through easy and safe trail network connections from Downtown to its neighborhoods. With increased demand for downtown living and tourism, parking will flip from being a constraint to an economic development tool through intentional design and management. And to facilitate this growth, the Activate Troy Partnership should develop and promote a flexible development toolkit that leverages Troy's amazing built legacy and unlocks potential for sustainable growth and investment over the next ten years and beyond.

DEVELOPMENT PHASES 0-2 YEARS



SHORT-TERM PROTOTYPING, INFILL DEVELOPMENT & KEY PUBLIC SPACES

- » Activation and public space prototyping
- » Water Street Heritage Trail
- » Infill residential and commercial development
- » Prouty Plaza Upgrades
- » Clay Street Arts Walk
- » Troy "Truck Yard"



PROPOSED CANAL STREET LOFTS, TROY, OH



PROPOSED WATER STREET INFILL DEVELOPMENT

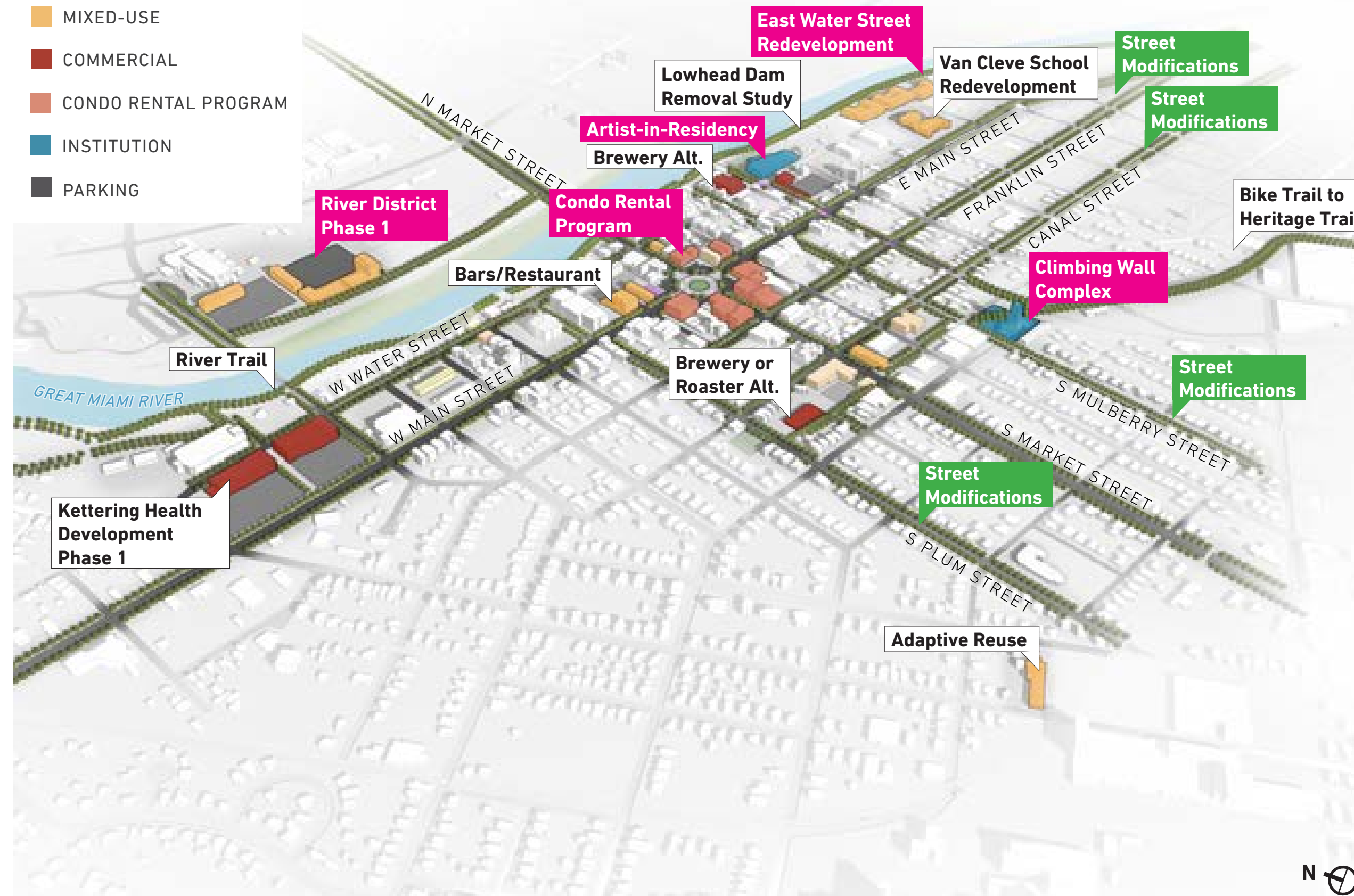


PROPOSED TROY TRUCK YARD



LINS BUILDING RENDERING, MT STUDIO

DEVELOPMENT PHASES 2-5 YEARS



RECRUIT & ATTRACT AMENITIES AND ANCHORS

- » Metallurgy Artist-in-Residency and Creative Lab
- » River District (Phase 1)
- » Troy Outdoor Climbing Center and Park
- » Condo Rental Program
- » East Water Street Redevelopment
- » High priority street modifications



RIVER DISTRICT DEVELOPMENT EXAMPLE



PROPOSED ARTIST-IN-RESIDENCY



PROPOSED RIVER DISTRICT PHASE 1



RIVERFRONT PROMENADE EXAMPLE

DEVELOPMENT PHASES 5-10 YEARS



INVEST AT EDGES, GROW AT HEART

- » Complete River District
- » Plum Street Pedestrian Bridge
- » Cherry Street Development
- » Street modifications and interconnected bike network



INFILL HOUSING EXAMPLE



PROPOSED RIVER DISTRICT PHASE 2 AND PEDESTRIAN BRIDGE



PEDESTRIAN BRIDGE EXAMPLE

DEVELOPMENT PHASES 10+ YEARS



BUILD ON SUCCESS

- » Rebuild Public Square
- » Active senior housing
- » Redevelop Ridge Avenue campus



PUBLIC SQUARE EXAMPLE



PROPOSED PUBLIC SQUARE



FORMER HOBART RIDGE AVENUE CAMPUS, TROY, OH

An aerial photograph of a city, likely Madison, Wisconsin, showing a river in the foreground, a large government building (the Wisconsin State Capitol) in the center, and a dense urban area with many trees and smaller buildings. The image is overlaid with a semi-transparent blue filter.

2

WHAT WE LEARNED

The first stage of work was analyzing the current physical conditions, ongoing planning and investment, relevant market forces, and the real people behind it all. The goal of the analysis is to provide a clear and concise picture of the job to be done by the Strategic Study that it supports.

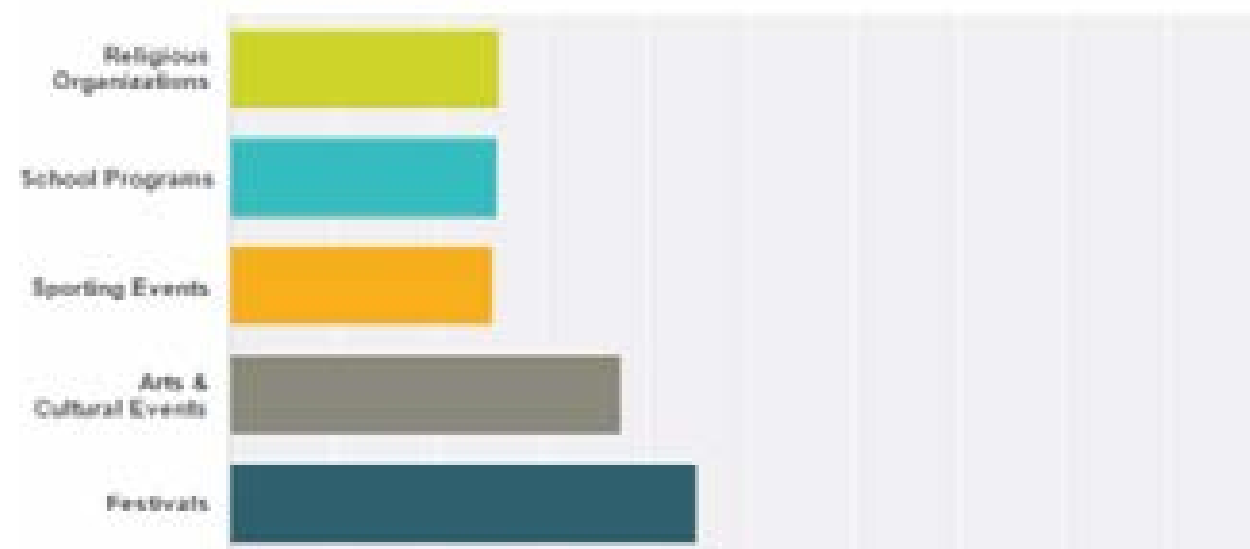
PUBLIC ENGAGEMENT



STAKEHOLDER GROUPS

Check the top 3 opportunities that residents have to connect with one another in Troy:

Answered: 552 Skipped: 0



COMMUNITY SURVEY (SURVEYMONKEY.COM)



MEETINGS AND EVENTS

The strategic planning process included a wide variety of engagement methods ranging from focused meetings to online surveys that received hundreds of responses.

The public engagement for the Study began in December of 2016 with the creation of the Steering Committee and Operational Committee (see Appendix for make up of these Committees). This kick-off also set the course for the online community survey (see Appendix for full results) and focus groups. All of these audiences were convened in January of 2017 to understand the existing conditions, struggles, and aspirations of the community from a wide variety of perspectives.



MEETINGS AND EVENTS

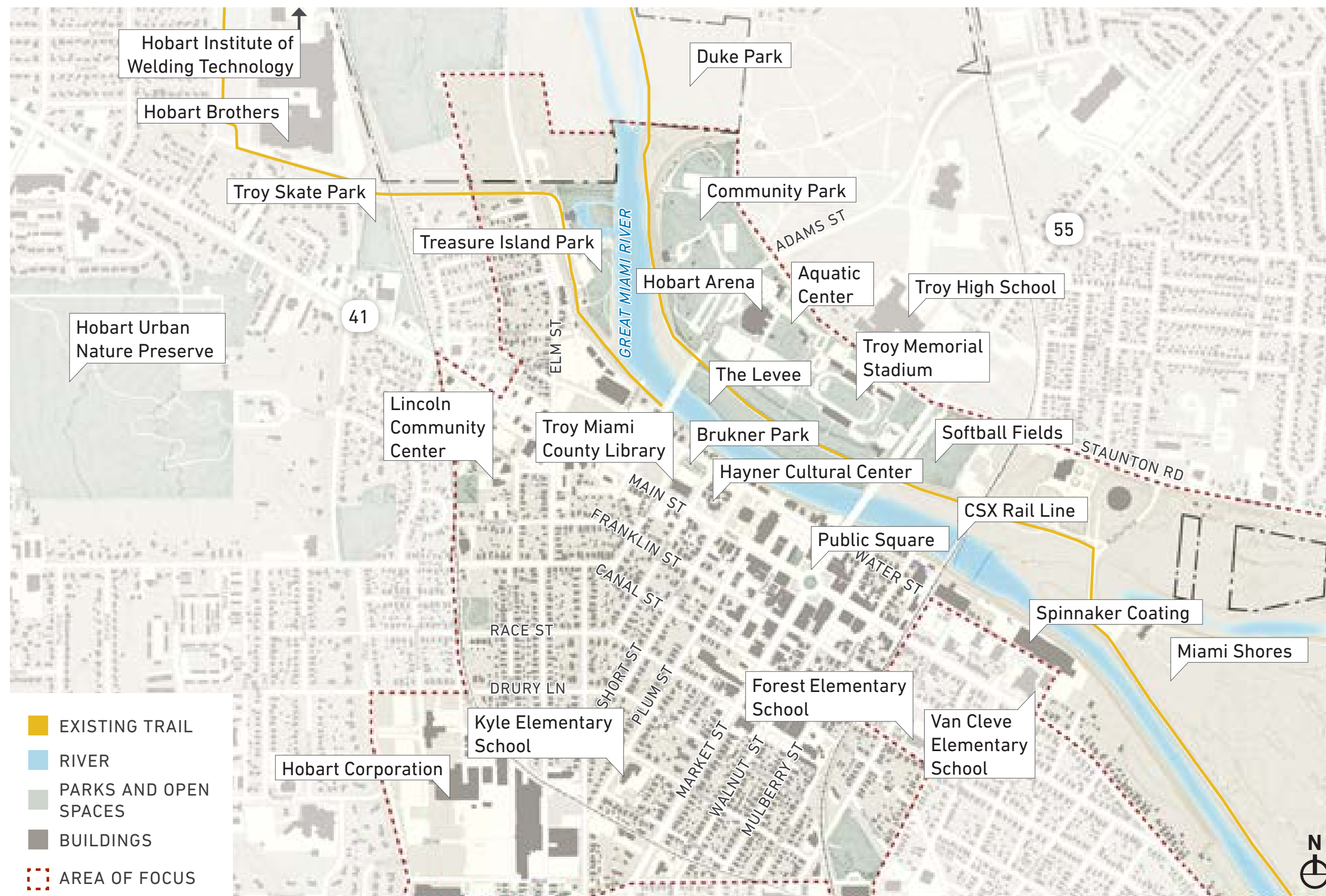
RECOMMENDED NEXT STEPS FOR ENGAGEMENT

1. Formalize and incorporate Activate Troy into a sustained urban development operation with staffing support to coordinate activities
2. Evaluate objectives programming with various entities on how Activate Troy can fulfill its role in the community
3. Create project website to describe Strategic Study, opportunities, and ways to stay informed and up-to-date or get involved
4. Develop a social media and marketing plan to market and celebrate downtown activities, business owners, and new development
5. Host regular events, site activations, seminars, roundtables, etc. with developers, property owners, and entrepreneurs to discuss and advocate for Downtown and its riverfront



MEETINGS AND EVENTS

DOWNTOWN TODAY

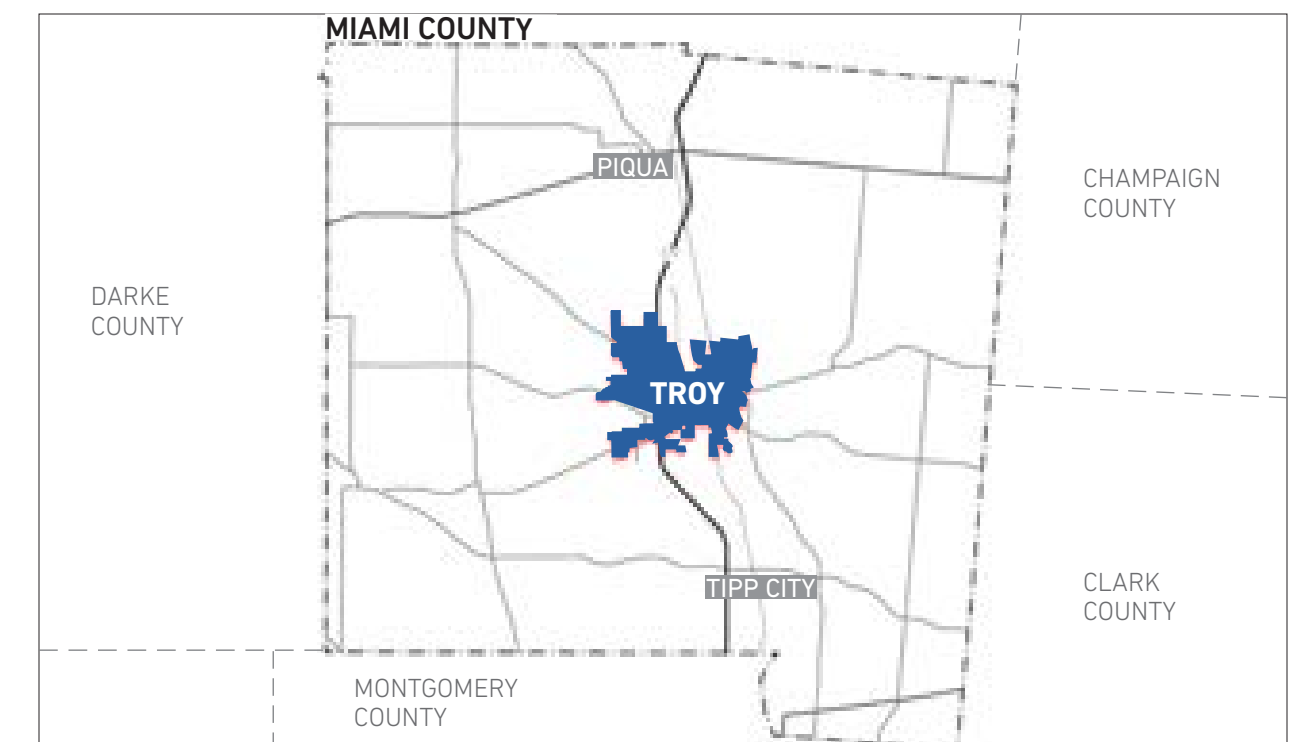


The Study Area is generally described as extending from Treasure Island Park in the northwest, to Miami Shores Golf Course to the southeast and from the former Hobart Corporate Campus in the southwest to Troy High School in the northeast. Troy, as the civic heart of Miami County, has a historic core anchored by the County Courthouse and iconic Public Square. Framing the Public Square and surrounding the Courthouse is a historic three-to-four story mixed-use core with active storefronts facing the streets. Historic, walkable neighborhoods surround this core with housing stock that ranges from large mansions to bungalows on small lots.

Downtown is separated into four quadrants by the intersection of State Routes 41 (Main Street) and 55 (Market Street). The city also sits along the Great Miami River Recreational Trail.

The historic core of Troy fronts the Great Miami River. Hobart Arena, Aquatic Center waterpark, and Troy Memorial Stadium all sit across from Downtown northeast of the river. They are connected to Downtown via two bridges at Adams Street and Market Street.

Troy is rich in agricultural and industrial heritage in addition to its role as the county seat. Therefore, in addition to a number of county-wide legal and social support uses, Troy's downtown and its adjacent



REGIONAL LOCATOR MAP



THE GREAT MIAMI RIVER AND DOWNTOWN TROY TODAY

districts are full of former and current industrial and agricultural uses. An active rail line courses through Downtown, somewhat separating the downtown core from the neighborhoods to the south and east.

A full set of analysis exhibits describing Downtown's attributes may be found in the Appendix.

DOT-MOCRACY



DOT-MOCRACY EXERCISE

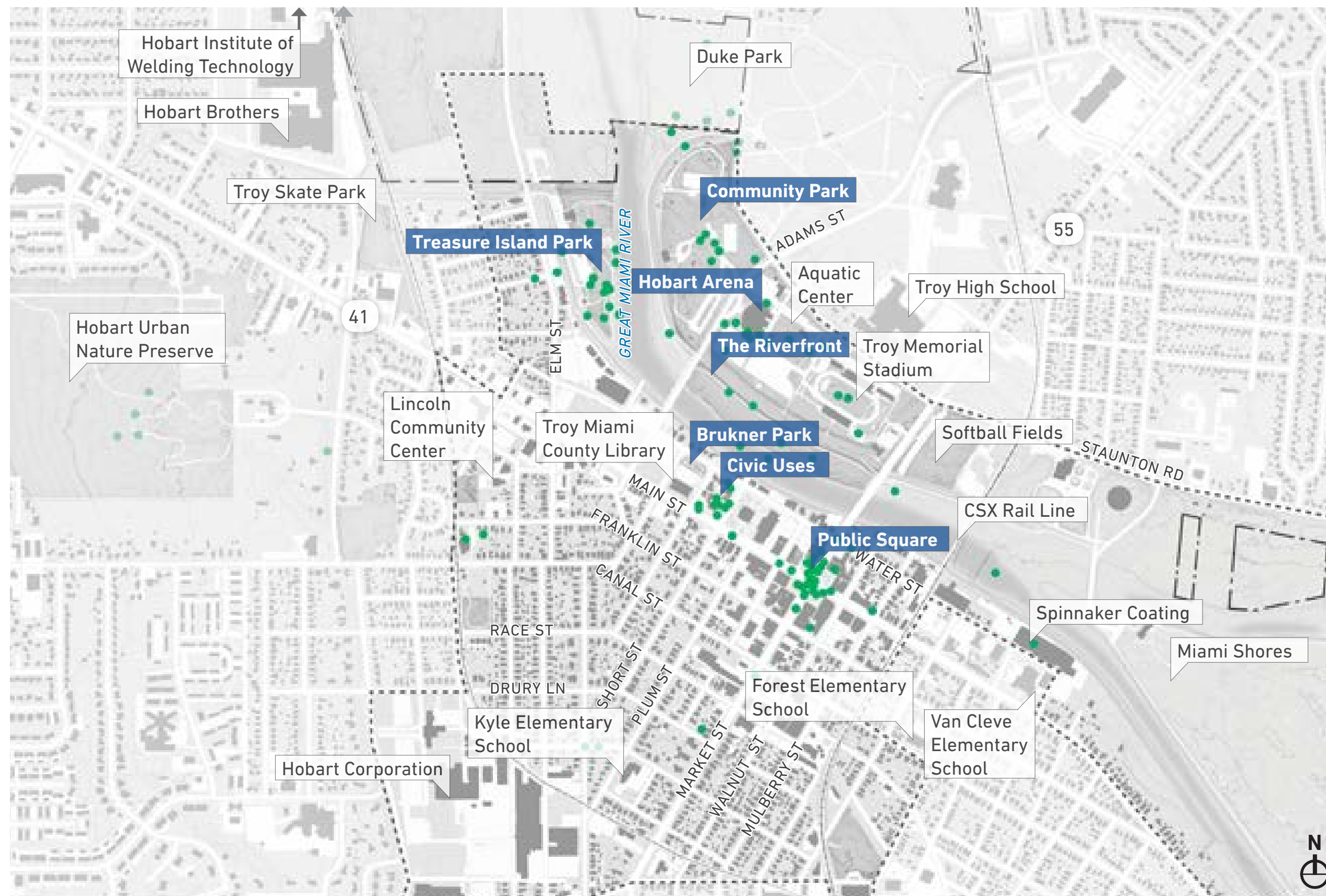
- STRENGTH
- WEAKNESS
- OPPORTUNITY
- PRIORITY

MEMBERS OF THE PUBLIC PLACING DOTS TO IDENTIFY TROY'S STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND PRIORITIES.

A core part of the Study's intelligence gathering is understanding the strengths, weaknesses, opportunities, and priorities for Downtown and its riverfront. Every participant in the process was asked to share their perspective on these questions as well as place dots on a map to specifically pin down locations within Troy where these characterizations occur. From this wide-ranging subjective input, the analysis is able to create an objective visualization of the community's experience to generate insights about the core job to be done through this planning process. The following pages are a summary of these exercises conducted over the first three months of the effort.

DOT-MOCRACY

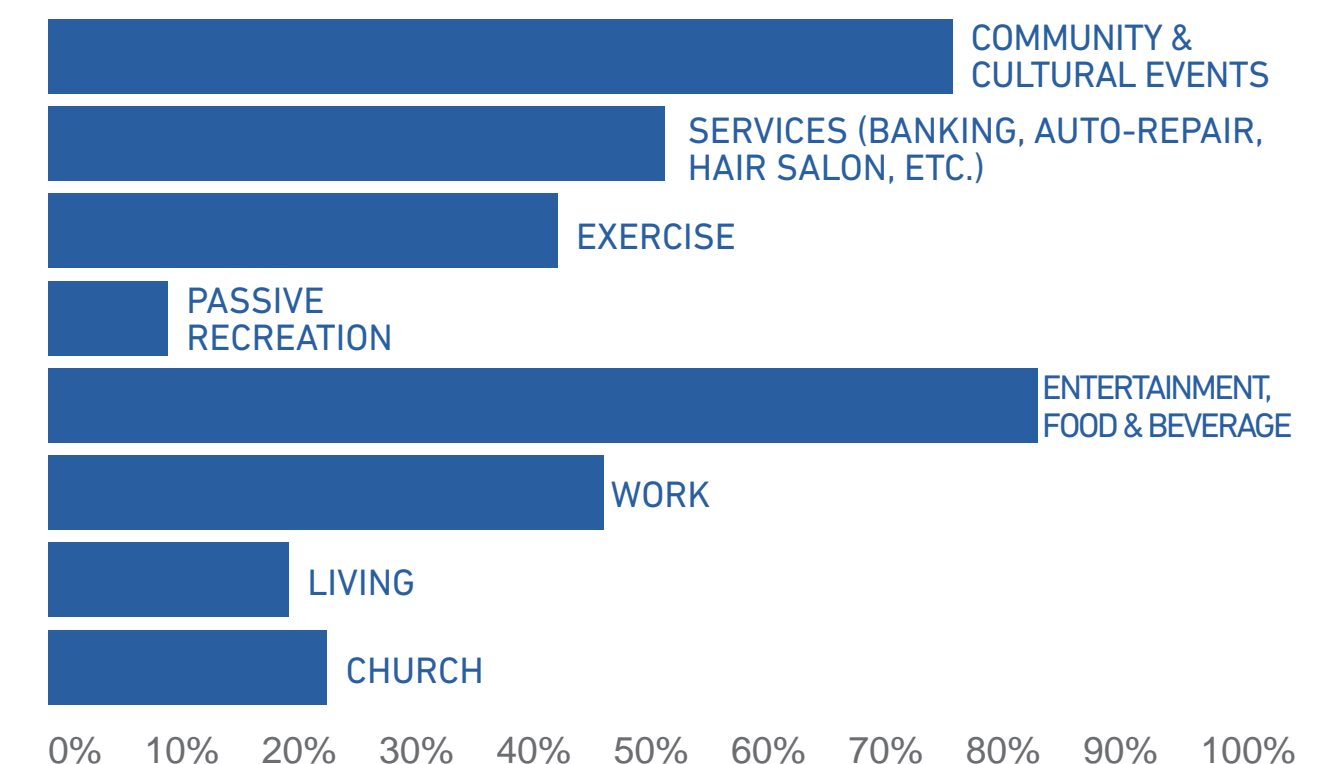
STRENGTHS



Downtown Troy's strength grows out of its rich heritage and diverse set of assets. Top strengths include:

- » The Miami County Courthouse serves as an iconic symbol.
- » The Public Square
- » A comprehensive parks system
- » Hobart Arena
- » The riverfront

What are the top everyday needs you meet in Downtown Troy?



TREASURE ISLAND PARK AND GREAT MIAMI RIVER

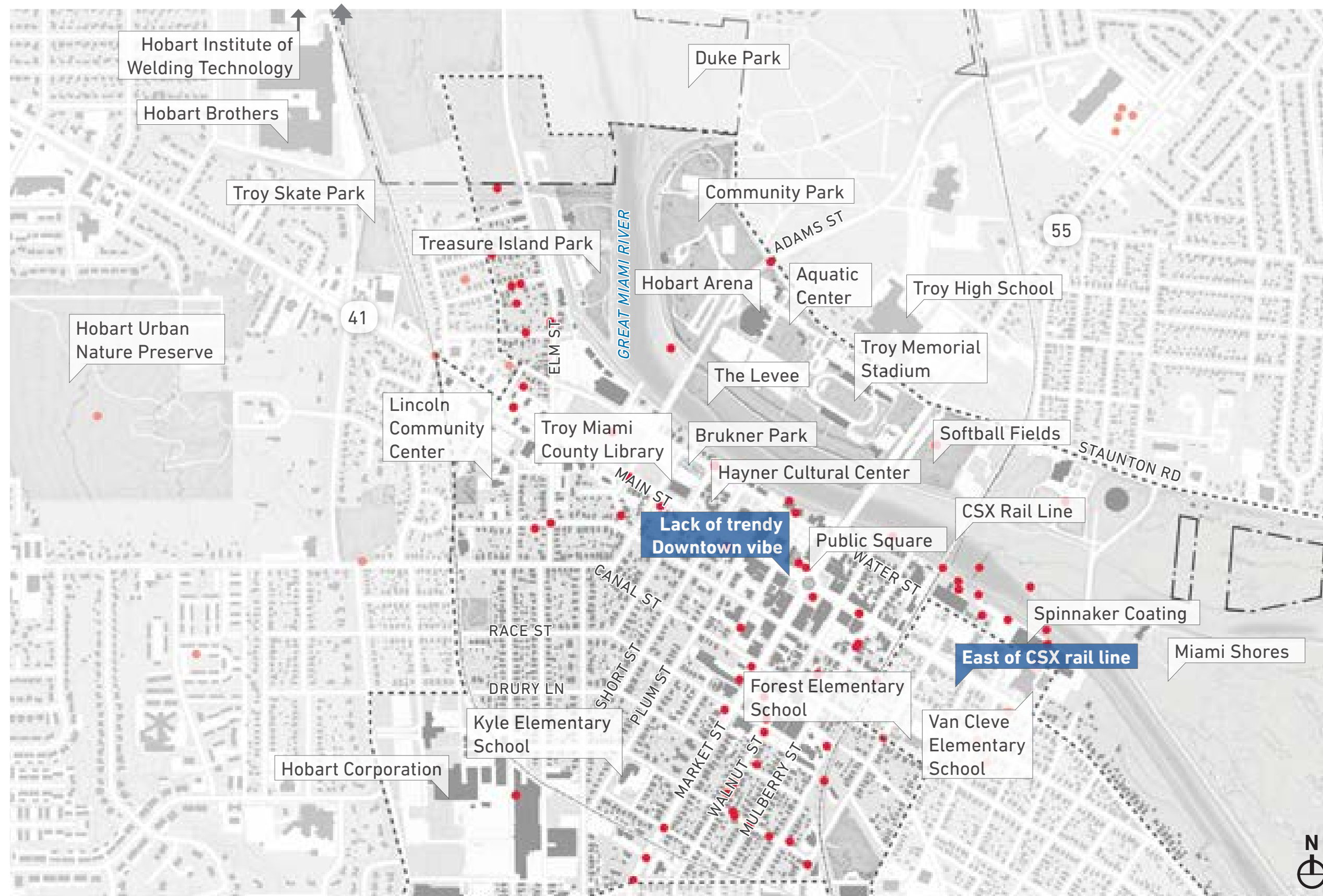


MIAMI COUNTY COURTHOUSE



PUBLIC SQUARE

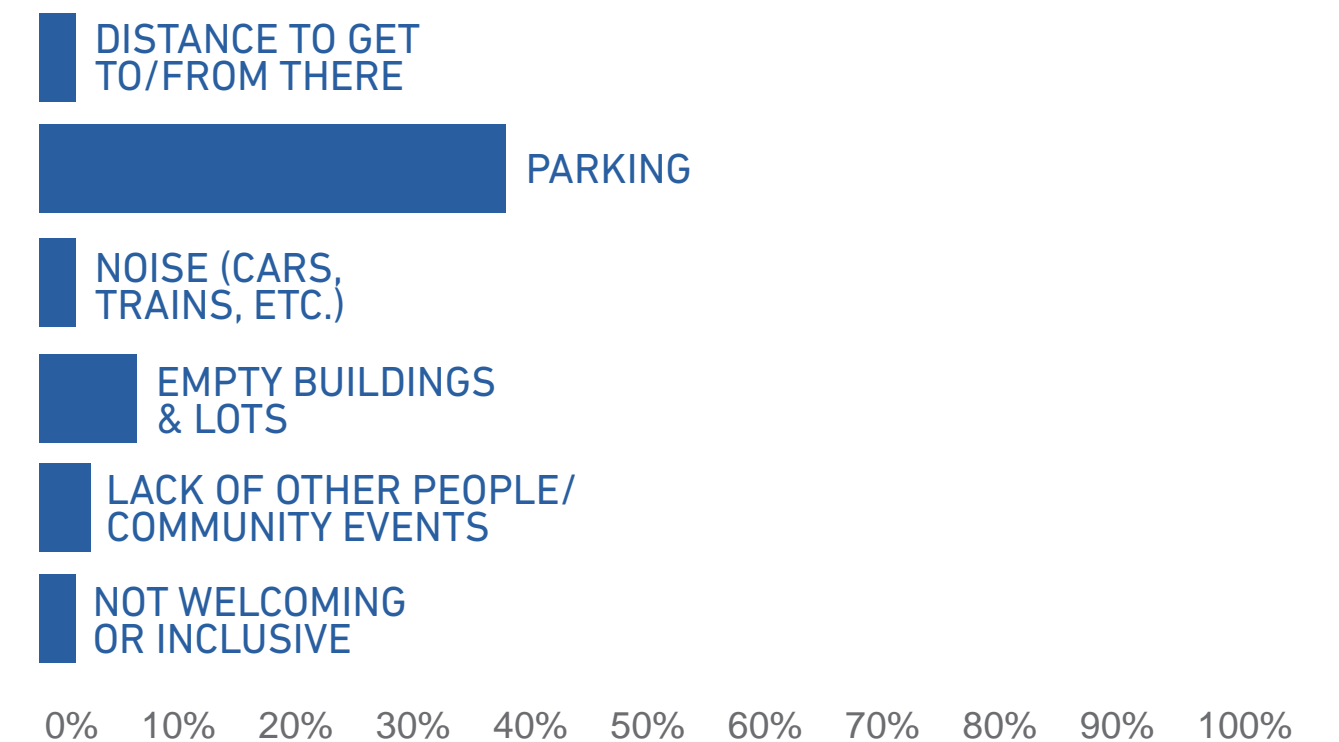
DOT-MOCRACY WEAKNESSES



Troy is generally starting from a position of strength. However, several issues need a response:

- » Lack of a trendy downtown vibe
- » Confused parking
- » Lack of riverfront connection
- » East of the CSX rail line: disinvestment, the perception of crime, and the condition of the industrial buildings along the riverfront

The top factors keeping people from spending more time and money Downtown:



CSX RAIL LINE

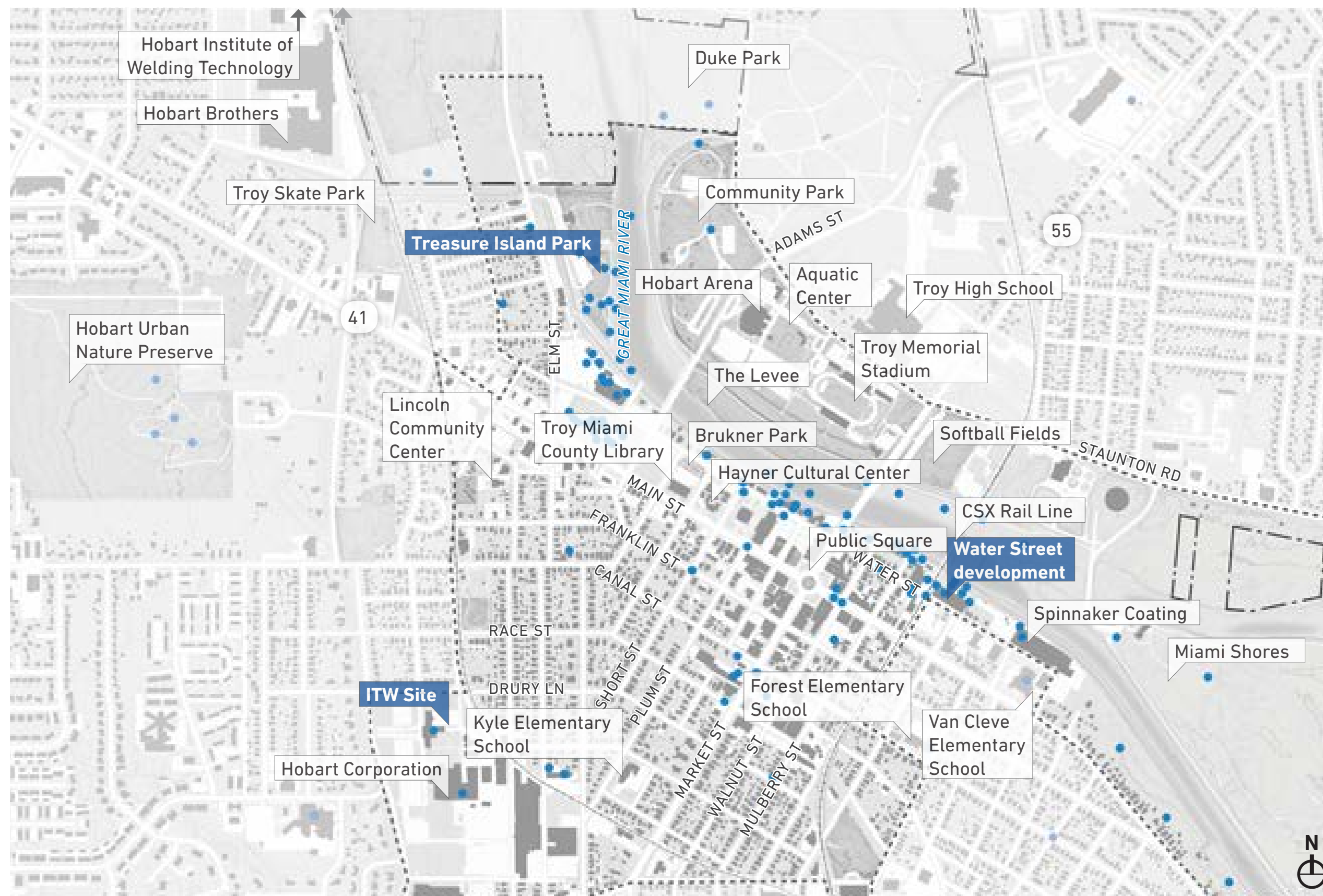


INDUSTRIAL BUILDINGS



LACK OF RIVERFRONT CONNECTIONS

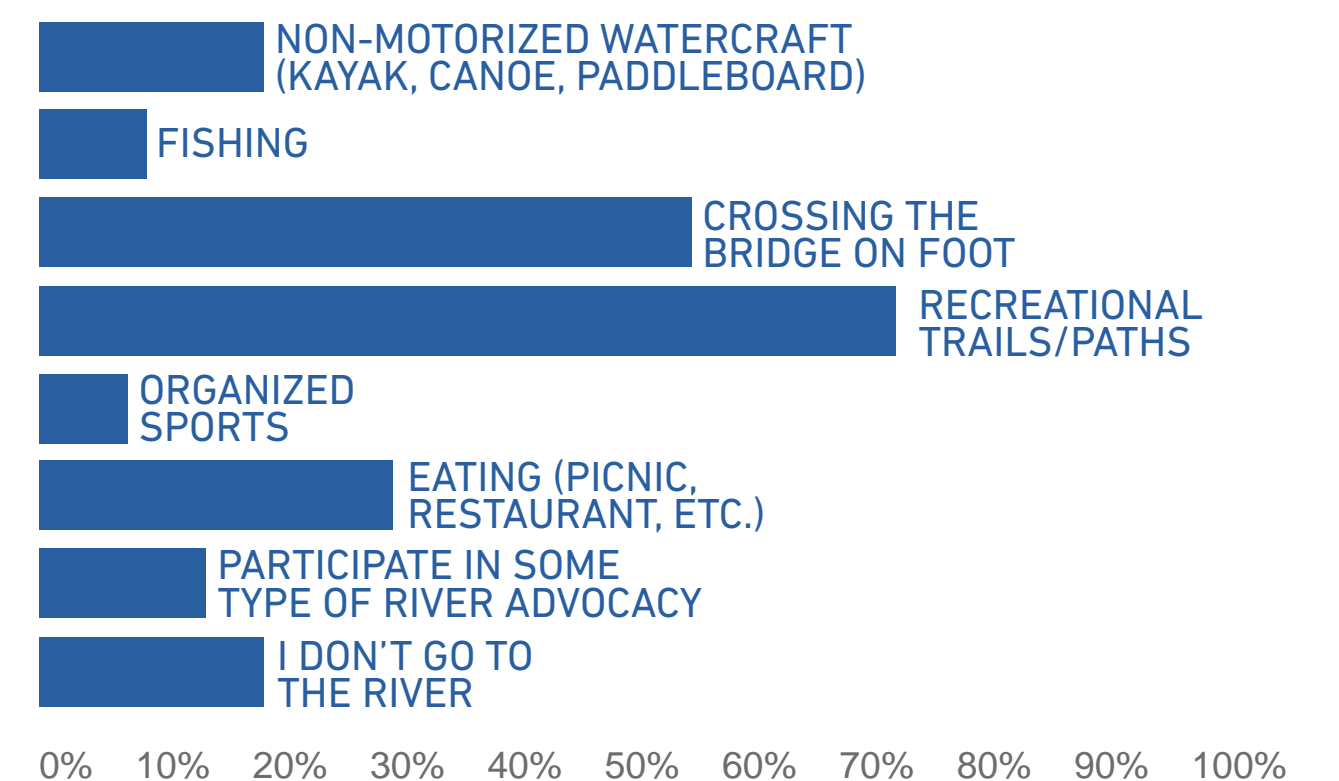
DOT-MOCRACY OPPORTUNITIES



There were four primary areas of opportunity identified, all along the riverfront:

- » Better use of and connection to Treasure Island
- » Redevelopment of ITW site
- » Waterfront development along Water Street
- » Redevelopment of industrial buildings on East Water Street

In which ways do you normally connect with the river and/or riverfront?



TOP OF THE LEVEE WALL ON THE SOUTH SIDE OF THE RIVER

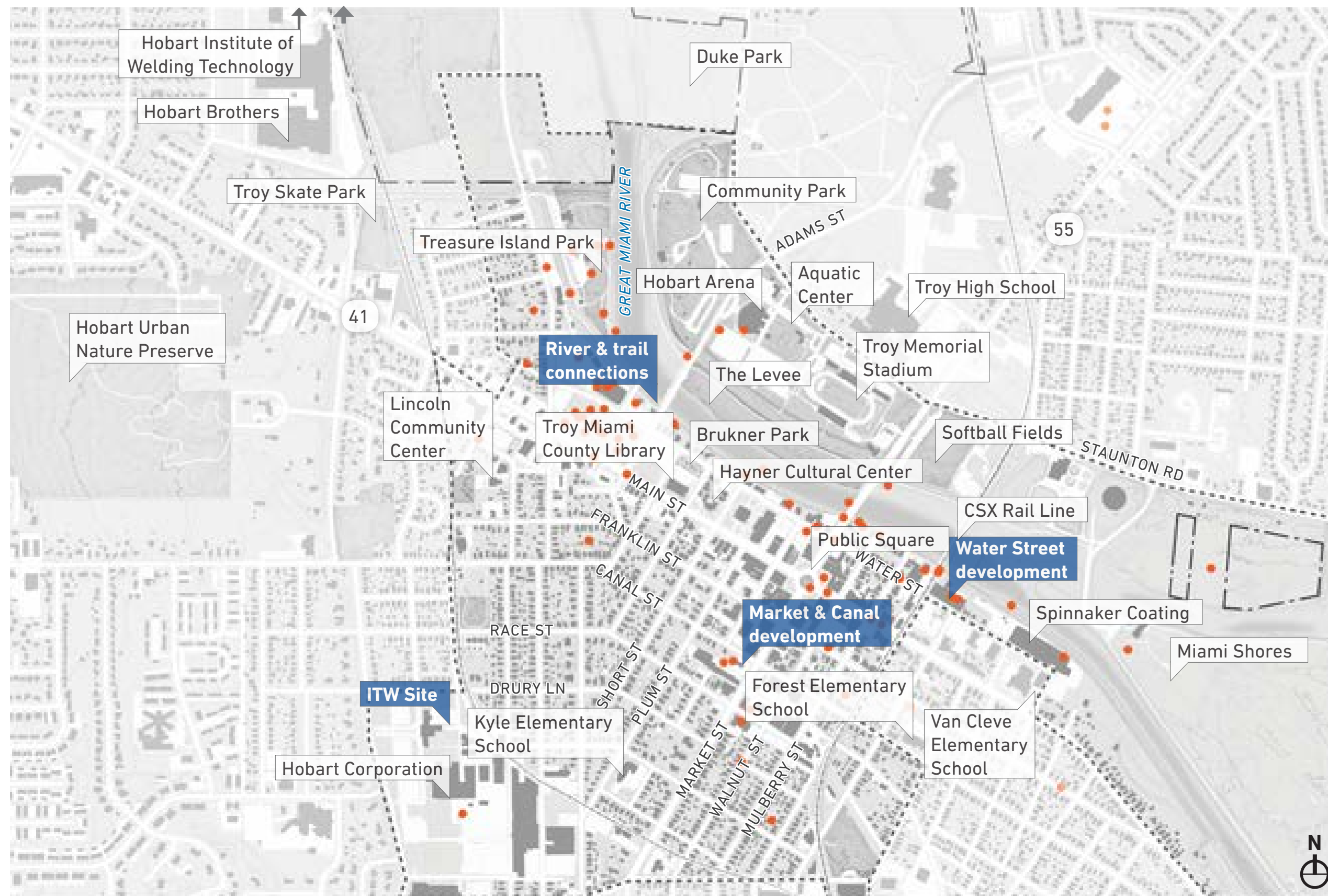


TROY LUMBER



DEVELOPMENT ALONG WATER STREET

DOT-MOCRACY PRIORITIES



Within the broad number of opportunities Troy has before it, several key areas have been identified as priorities:

- » Successful redevelopment of ITW site as an anchor to the Downtown's western end
- » Redevelop industrial buildings along East Water Street
- » Make Water Street more pedestrian and bike friendly to attract investment
- » Develop land at Market and Canal Streets
- » Address parking concerns
- » Form better connections to the river and trail systems

In the next 24 months, survey respondents regularly cited the many small wins that could make Downtown more of a destination, such as:

- » **IMPROVING BIKE AND PEDESTRIAN SAFETY**
- » **INCLUDING MORE INFRASTRUCTURE FOR BIKES**
- » **PARKING MANAGEMENT FIXES**
- » **BUILD OUT OF FUN AMENITIES THAT COULD START AS POP-UP AND GO TO PERMANENT**
- » **SUPPORTING EXISTING AND NEW SMALL BUSINESSES**



ITW SITE



RIVER AND TRAIL CONNECTIONS



INDUSTRIAL BUILDINGS

An aerial photograph of a city, likely Madison, Wisconsin, featuring a river in the foreground and a dense urban area with a prominent domed building in the center. The entire image is overlaid with a semi-transparent green filter.

3 MARKET SUMMARY

Constant and accelerating changes to our demographics, housing needs and preferences, shopping habits, and employment trends require a diligent examination of these forces. This allows a development strategy to be formed that identifies unique community strengths that can capitalize upon the current marketplace and critical gaps that must be addressed for the community to strengthen and grow.

MARKET SUMMARY

X-FACTORS FOR DOWNTOWN TROY



DEMOGRAPHIC SHIFTS

An aging population's needs must be balanced against attraction of younger households



SUPPLY SHORTAGE

New real estate demand will not be captured if there is not sufficient supply at the right price



DOWNTOWN & RIVERFRONT MOMENTUM

Troy should continue to build on the momentum of Downtown to attract new investment



REDEVELOPMENT OF KEY DOWNTOWN SITES

Limited infill sites should be leveraged to diversify and amplify demand for Troy's housing options and provide new commercial space

The above X-factors have the ability to change Troy's trajectory beyond the normal growth in demand. Those listed here are not comprehensive, but represent some of the largest opportunities or impediments that are likely to affect Downtown and the riverfront.

Downtown Troy is a great location to offer more housing options to more segments of Troy's population. Building off its momentum, Downtown Troy can be solidified as a play to live, work, and play. Troy is among many communities struggling to attract new working age residents due to a lack of entry level housing options, transportation, late night entertainment options, and local educational resources.

The following top factors could inform future workforce attraction and retention in Troy:

- » Millennials prefer to rent or buy smaller homes, but much of what Troy builds are larger, single-family detached homes.
- » Troy needs to offer a variety of apartments, including some that are affordable and located Downtown.
- » Land use regulations and lack of available land restrict developers' ability to build apartments and smaller single family attached and detached residential despite demand.



VAN CLEVE SCHOOL, TROY, OH

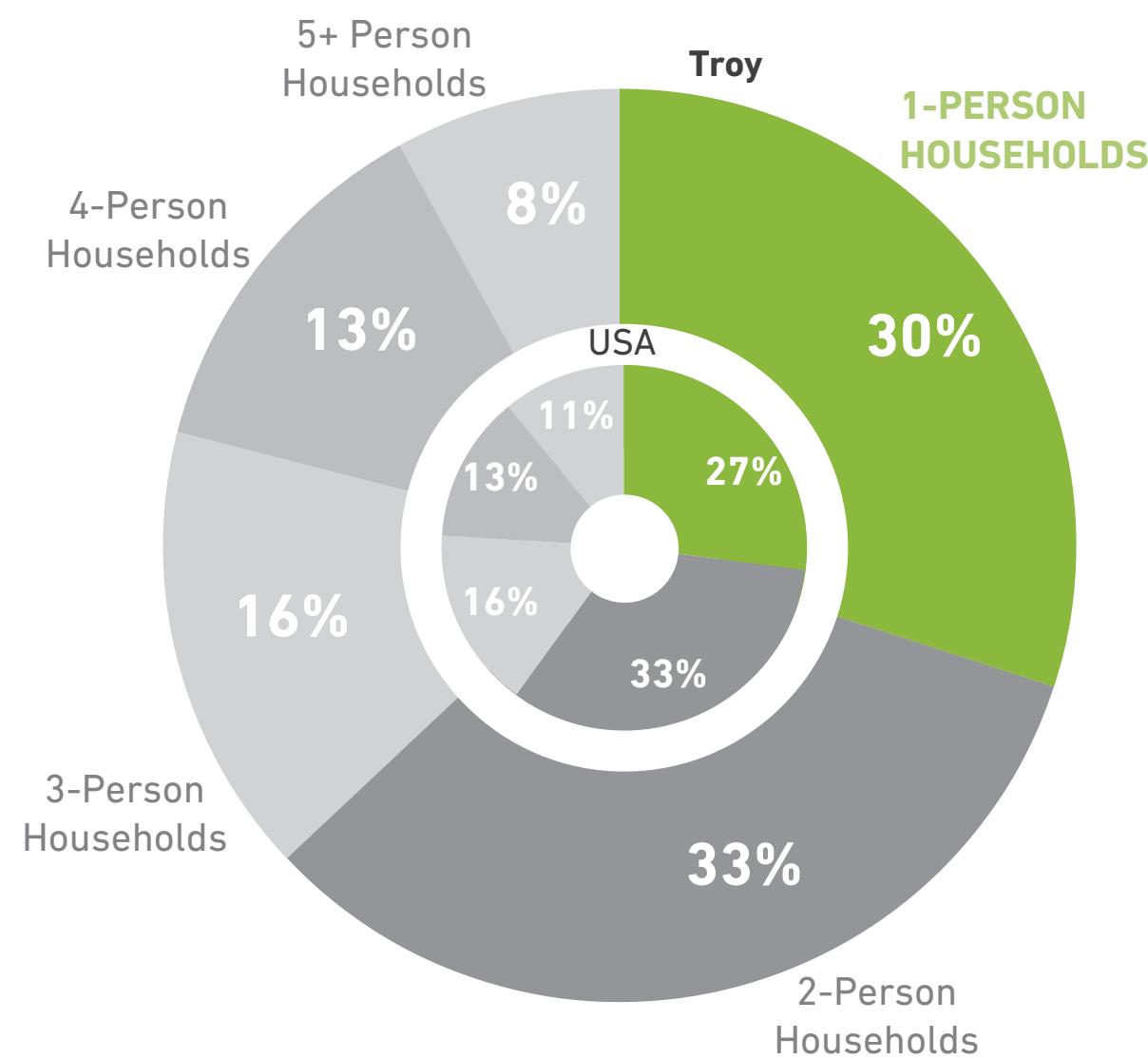


DOWNTOWN, TROY, OH

- » Despite the 12,000 available jobs in the seven-county region, employers are often not able to find potential employees with the necessary skills in advanced manufacturing.
- » Public transportation is insufficient for the transit-dependent (those without cars) living in Miami County and the counties to the north and east. In addition, Dayton's bus service does not come into Miami County.
- » Bicycle commuting is only available for the most advanced bicyclists, limiting bicycle mobility for younger, older, and more casual riders.

RESIDENTIAL

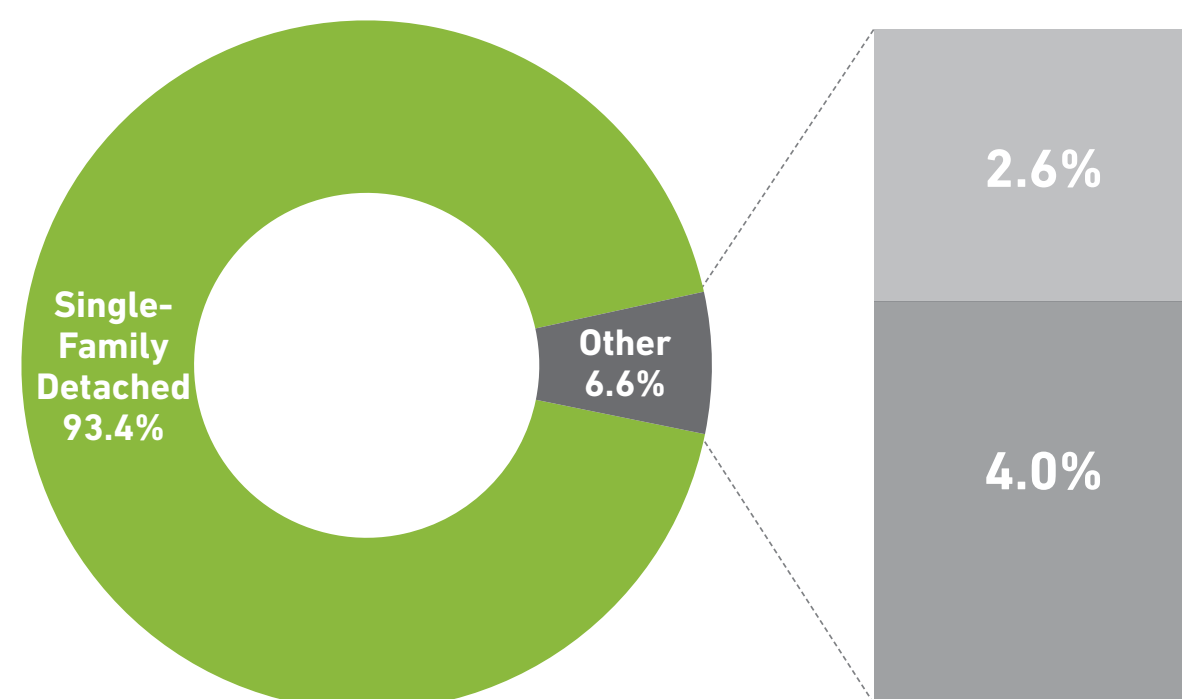
HOUSEHOLD SIZE 2010



CHANGE IN HOUSEHOLD SIZE



2015 HOUSING PERMITS



Source: U.S. Census & ESRI
Source: US Census, 2015 residential building construction; reflects Miami County, OH new construction in 2015

Age isn't the only factor in changing housing demand. Household size and make-up also affect what is needed. Over the next 15 years, half of all demand in the U.S. will be from single-person households.

Today, about 93 percent of what gets built in Troy is single-family detached. But only half of national consumers prefer that, leaving about a third of households wanting something else without a way to get it.

This undiversified housing stock limits Troy's ability to capture new, younger household growth, which is critical for its future. This can also limit the local labor force pipeline, potentially pressuring local employers to move elsewhere.



TOWNHOME EXAMPLE

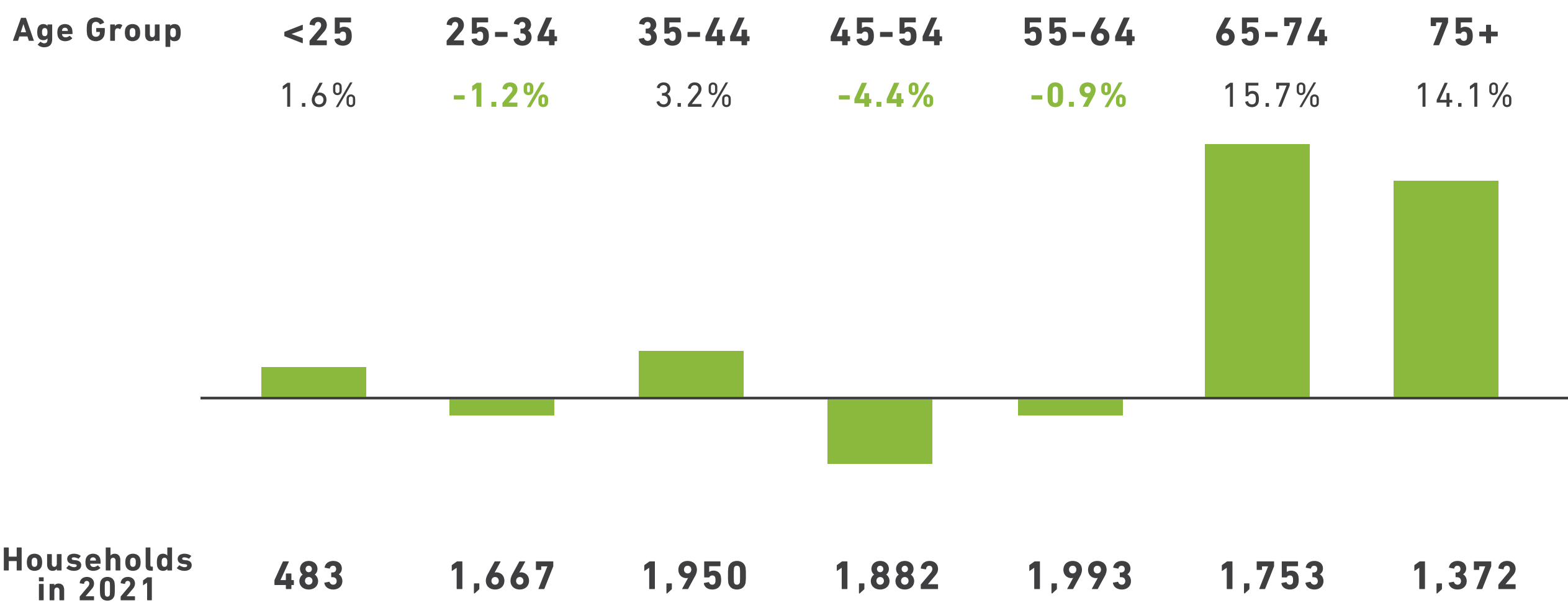


INFILL TOWNHOMES AND MULTI-FAMILY EXAMPLE



MULTI-FAMILY HOUSING EXAMPLE

CHANGE BY AGE OF HOUSEHOLDER (2016-2021)



Source: Esri

Troy’s changing demographics will drive new housing demand that does not match its current supply. Baby Boomers (born between 1946 and 1964) are no longer the largest generation, but their needs will continue to influence the economy. Based on current projections, over the next five years, Troy is expected to see the majority of its population growth in senior-led (Baby Boomer) households. This growth will cause a housing demand that exceeds the current supply that fits this group’s needs.

As today’s largest generation, Millennials (born between 1981 and 1999) will dominate the economy for the next 20 years. Troy is missing out on this other “bar bell” generation, with very slight growth in this age group.

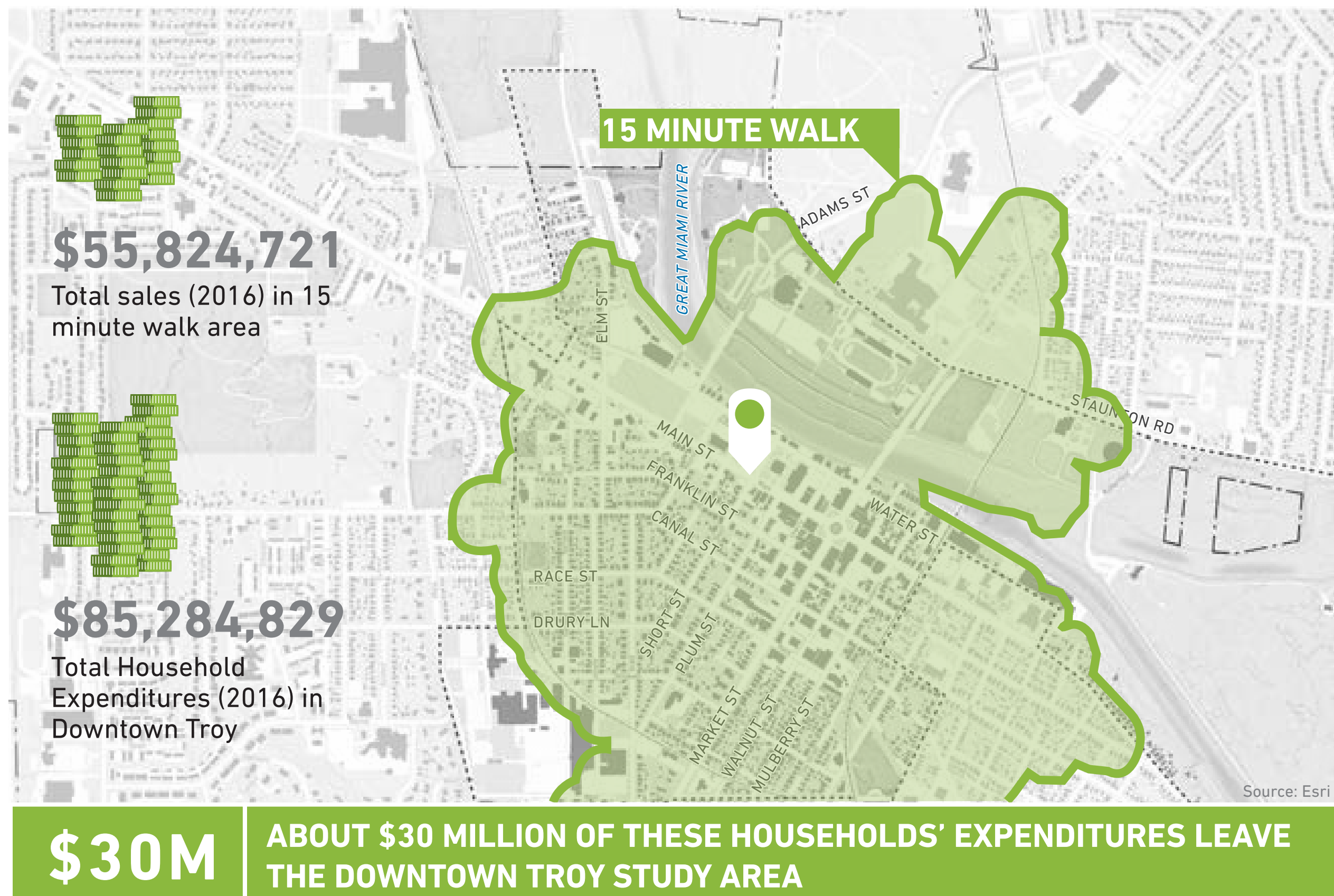
WHAT BABY BOOMERS WANT:

- ▶▶ Prefer suburbs, “safe urbanism,” or walkable communities with urban amenities
- ▶▶ Will downsize over the next five years
- ▶▶ Likely to change housing types between ages of 65-85 (nearly 60%)
- ▶▶ Desire “third places” outside of home or work for socializing, entertainment, and recreation

WHAT MILLENNIALS WANT:

- ▶▶ Diversity, walkability and proximity to jobs
- ▶▶ Prefer urban living, denser neighborhoods with smaller homes, and “car optional” places
- ▶▶ Emphasize design over size
- ▶▶ Expect to be living in attached single-family/townhomes in future

RETAIL



The above map shows the Downtown trade area—a 15 minute walk from the Public Square. About \$30 million of these households' expenditures leave the area.

Downtown Troy's continued success as a commercial and entertainment destination can continue to grow modestly for the foreseeable future. New visitor and employee spending could further increase demand.

Based on the current demand trajectory, Troy's new annual commercial retail demand of between 3,800 square feet and 6,400 square feet could be expected to come online for development each year.

The impact of the Internet is also influencing the composition of retail. Survey respondents were three times more likely to purchase non-food items online than Downtown. This will drive growth in non-commodity, experience-based retail opportunities Downtown.

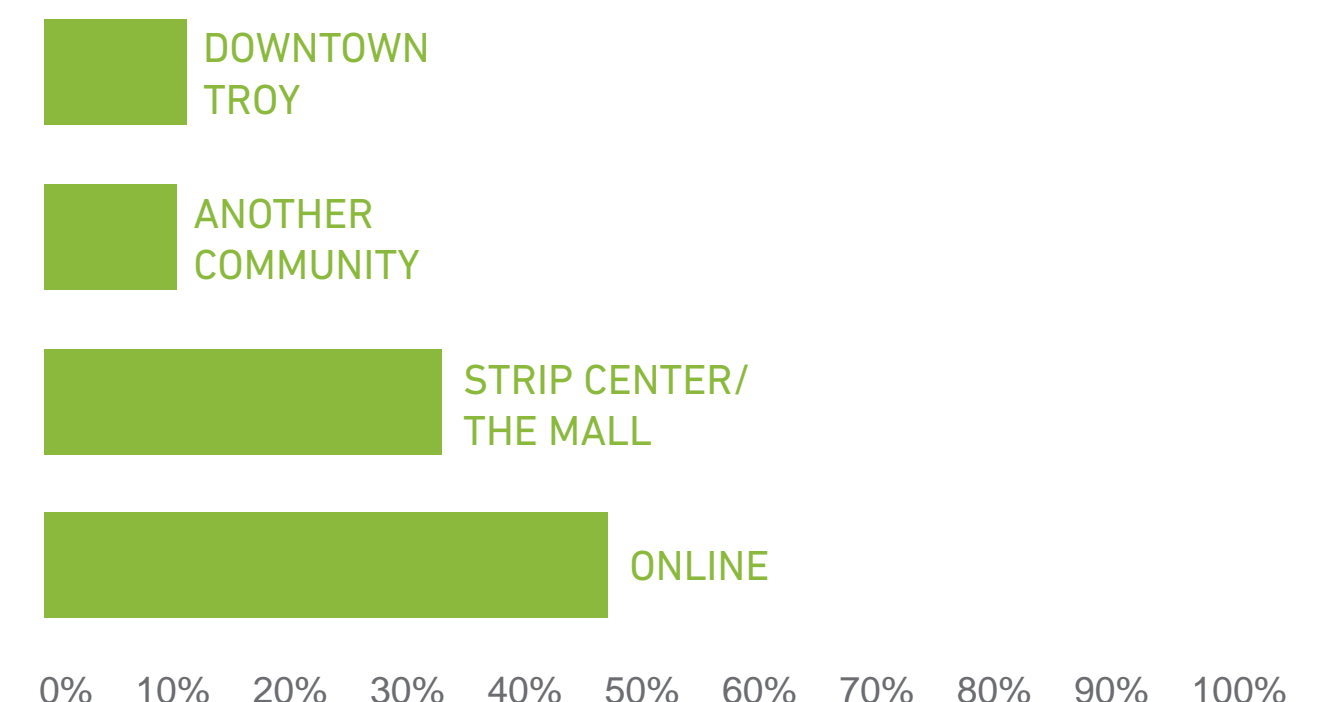


RETAIL STREET EXAMPLE



RETAIL STREET EXAMPLE

Where do you accomplish the bulk of your non-food shopping?



OFFICE



3,392

YOUNG WORKERS (AGE 29 OR YOUNGER) WHO WORK IN TROY BUT LIVE ELSEWHERE

Source: US Census On the Map 2014

Troy is located in Concord Township, which is an regional employment center. It is home to the county seat and many large employers, especially in the industrial sector. Only about 4,000 people both live and work within the Township, compared to over 14,000 commuting in daily. This in-commuting pattern is pronounced among younger workers, providing an important opportunity to provide affordable housing, and add younger population growth which Troy is currently missing.

From modest job growth and potentially attracting new businesses, Downtown Troy can expect to see some new office demand in the near future ranging from 2,800 square feet to 4,000 square feet.



REPURPOSED INDUSTRIAL OFFICE BUILDING



COWORKING STUDIO EXAMPLE



MIXED-USE BUILDING TYPES

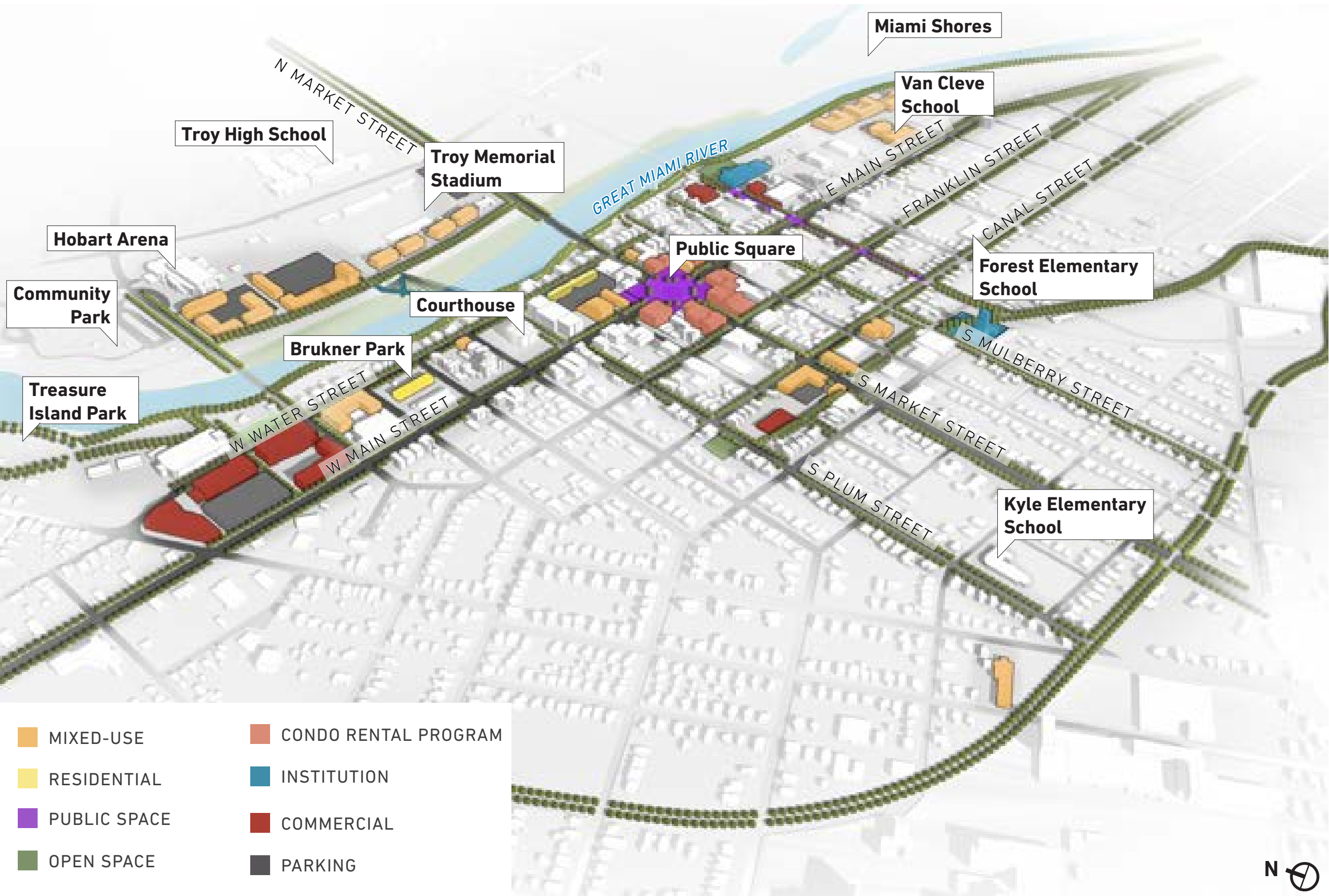
An aerial photograph of a city, likely Madison, Wisconsin, showing the Wisconsin State Capitol building and the Koshongong River. The image is overlaid with a semi-transparent teal color. A white rectangular box with a teal border is positioned in the lower-left quadrant, containing the section number and title.

4

STRATEGIC INVESTMENTS

Over time, strategic investments in the built environment can uncover unmet demand that exists today in the near term and make sustained positive impacts to quality of life, job growth, fiscal and personal health, and greater access to opportunities over time. In this section, strategic investments are presented in 0-2, 2-5, 5-10, and 10 plus year time horizons such that each initiative presented sufficiently changes the context to allow subsequent, more substantial efforts to be realized. The following projects represent a shared set of opportunities between the private, public, and institutional or non-profit sectors.

STRATEGIC INVESTMENTS



DEVELOPMENT TIME HORIZONS:

- ▶▶ **0-2 YEARS:**
Short-Term Prototyping
Infill Development & Key Public Spaces
- ▶▶ **2-5 YEARS:**
Recruit & Attract Amenities and Anchors
- ▶▶ **5-10 YEARS:**
Invest at Edges, Grow at Heart
- ▶▶ **10+ YEARS:**
Future Initiatives

ANNUAL DEMAND PROJECTIONS

	LOW	HIGH
New Housing	40 Units	65 Units
New Commercial Retail	3,800 sq ft	6,400 sq ft
Commercial Office Space	2,800 sq ft	4,000 sq ft

The strategic vision for Troy is structured to incrementally move from taking advantage of current strengths and opportunities toward addressing several large gaps and shortfalls with key investments that may take a longer time horizon to realize.

The first stage of work has already begun through the short-term testing and prototyping of new connections and public spaces. Additionally over the next 24 months, the focus will be on high-impact infill development or “missing teeth” sites that either repurpose existing structures or fill in

empty sites. During this time, several overlooked or underperforming public spaces will be reactivated to create experiences for today’s residents and businesses and attract new ones.

The second stage of work will happen in the next two-to-five years. This stage will leverage the confidence and organizational capacity developed in the first two years to recruit and attract the types of amenities that are missing from Downtown today. These will serve as anchors that collectively will attract new talented and creative employees, new companies, and provide a wider spectrum of housing options than exist today.

As the anchors take hold, years five-to-ten may be focused on investing at the edges of Downtown while also thickening the density.

At each stage, these initiatives — many of which will likely be privately-led — will be supported by policy modifications, financing mechanisms, and public space and infrastructure investments to connect the individual initiatives to one another and increase value for everything in between.

0-2 YEARS SHORT-TERM PROTOTYPING



Starting in the summer of 2017, Activate Troy began acting on the preliminary recommendations of this Study through short-term prototyping of concepts. One concept intended to test demand for new food and beverage establishments while the other was the first phase of a larger effort to connect Troy to the Great Miami Recreational Trail.

CHERRY STREET COMMONS

A number of Troy's culinary entrepreneurs have left town to larger markets with more opportunities. In a concerted effort to bring them back and open up shop in Troy, a Farm-to-Family event was designed to curate an experience in an overlooked, high-character potential public space along Cherry Street. This event will also reconnect the city to its agricultural heritage through the sourcing of its ingredients. This

event is being planned in 2017 for a potential Spring 2018 launch. In anticipation of this event, additional programming was scheduled for the space with a June 2017 concert and an August 2017 movie night.

WATER STREET CULTURAL TRAIL

As part of a larger testing of Downtown street modifications, provisional test alignment was prototyped on-street connecting Adams Street to Cherry Street Commons. The pilot project was open for 21 days with over 2,330 riders using the provisional route. In the Spring of 2018, a revamped program using the lessons learned from the 2017 effort and encompassing a much more complete network should be pursued. For more, refer to the Bike Lane Roll Out Guide provided in the Appendix.



BIKE LANE TEST CONFIGURATION ON WEST WATER STREET

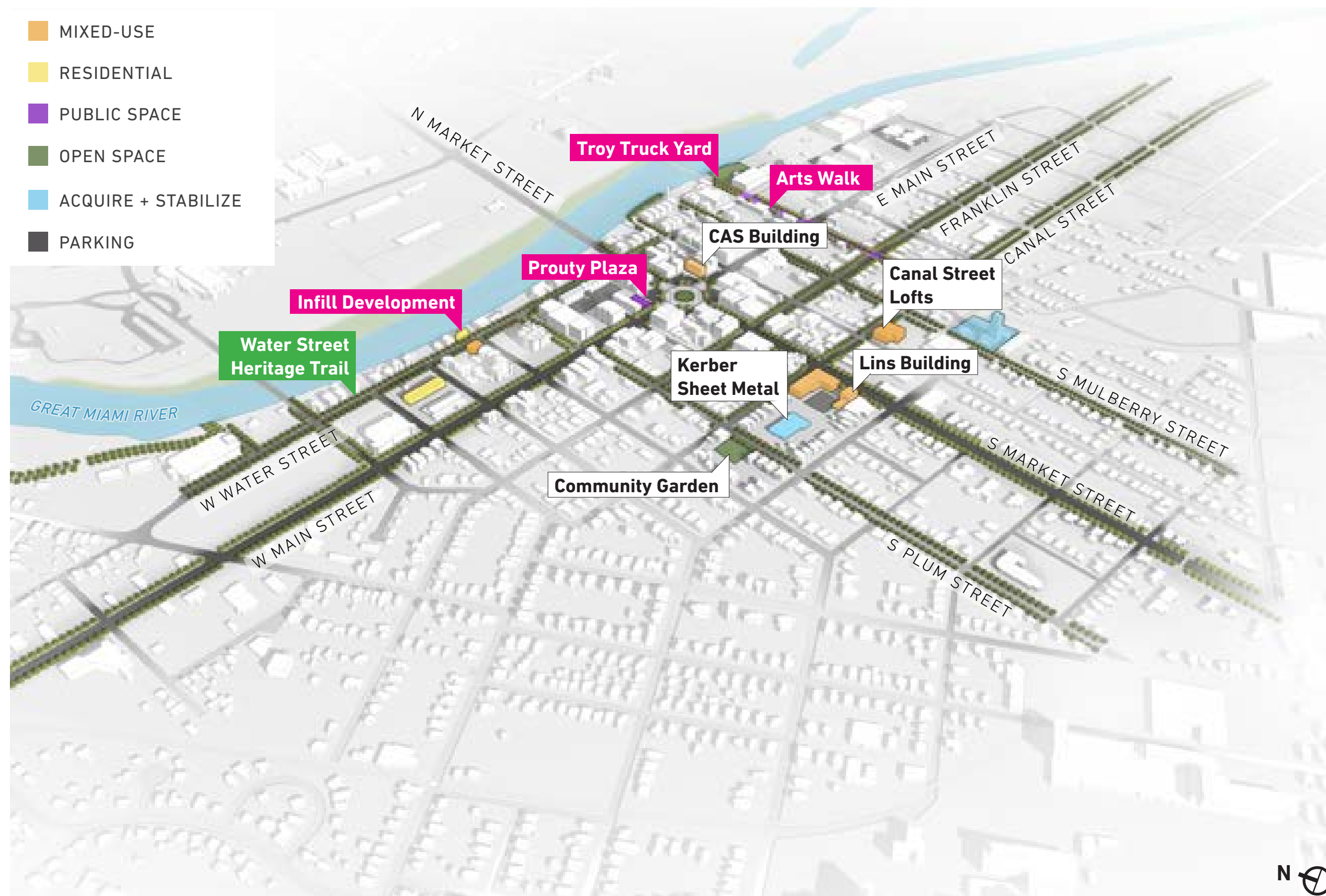


CHERRY STREET ACTIVATION

LESSONS LEARNED

- » Engage the community in planning and implementing prototype projects
- » Develop partnerships with public, private, institutional, and advocacy groups
- » Have clear, communicable goals for what the project is intending to achieve
- » Have a proactive broadcasting and marketing platform to communicate those goals and attract new collaboration
- » Track and evaluate outcomes to inform future modifications to the testing and prototyping

0-2 YEARS INFILL DEVELOPMENT & KEY PUBLIC SPACES



Key Policy Initiatives

- ▶▶▶ Perform a regulatory review of current policies and ordinances to identify barriers to private sector implementation of the strategic initiatives.
- ▶▶▶ Review and implement high priority initiatives of the Downtown Parking Study that support the goals of this Strategic Development Study.
- ▶▶▶ Review current development financing programs and their respective boundaries to ensure support of the initiatives in this Study. For complete list of tools, refer to the Development Toolkit in the Appendix.
- ▶▶▶ Create a CORE Fund-type program that will provide project gap financing.
- ▶▶▶ Expand partnership with proposed hospital to ensure quality design, strengthened connections with community, and expedited approvals for the first and subsequent phases of work.
- ▶▶▶ Acquire and stabilize key properties and buildings.
- ▶▶▶ Commission a Lowhead Dam Removal Feasibility Study that will evaluate the impacts of removing Troy's lowhead dam.
- ▶▶▶ Review existing inventory, programming, operations, and capital improvements of the current Parks and Recreation system.

The priorities laid out by Activate Troy and its public stakeholders were clear: address the negative perception of Troy's east side, improve connections to river, and take advantage of key development sites such as those near the new Lins Building and the former Hobart/ITW site on West Main Street.

Chief amongst the initiatives in this phase of work is commercial and residential infill development to build off momentum being created by the Lins development, the Kettering Hospital announcement, and the proposed redevelopment of the Coleman-Allen-Saidleman (CAS) Building. Wherever possible, infill development should come in the form of adaptive reuse of existing buildings or the development of parking lots and vacant land. Only when the

condition of a structure precludes its adaptive reuse should replacement structures be considered. New structures, both replacement and development on vacant land, should be built to accommodate any number of uses and reflect or reinterpret the diverse industrial and mercantile history of Troy's architecture. Potential infill opportunities along Water Street and Canal Street present the largest critical mass of this type of development although other opportunities throughout Downtown also exist.

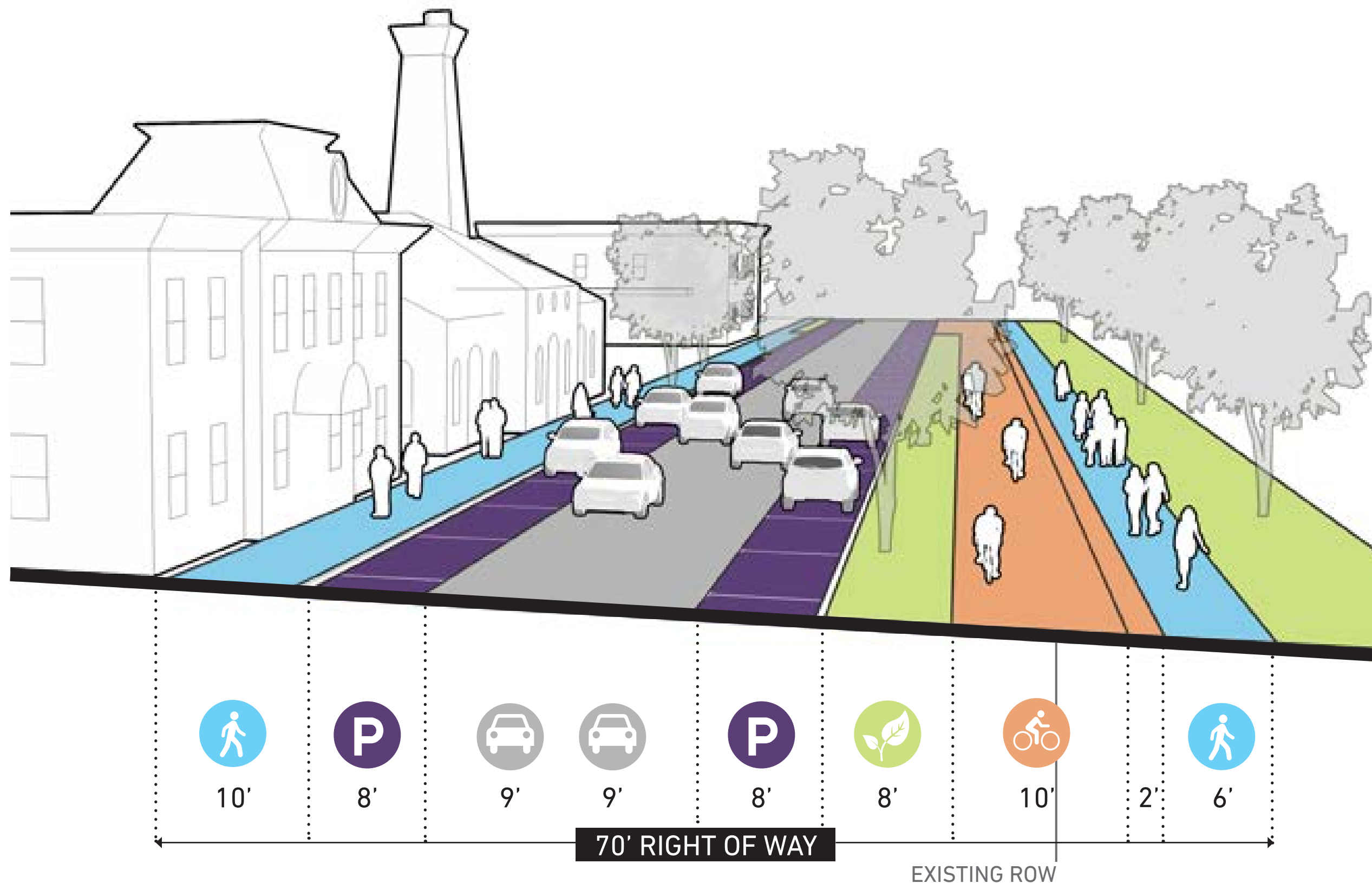
While infill opportunities are pursued, investments in public space can be made by both public and private interests. A community garden, upgrades to Prouty Plaza, an Arts Walk along Clay Street, and a Water Street Heritage Trail may be developed either by the

City or with non-profit and corporate partners. Public space along the river can also be created in places such as the proposed Troy Truck Yard on the river side of the former Hobart Cabinet building. Policies such as refining the Development Tools and auditing the zoning ordinances can further help accelerate and improve the quality of development.

POTENTIAL DEVELOPMENT SUMMARY

RESIDENTIAL	30+ units
RETAIL/COMMERCIAL	10,000 sq ft

0-2 YEARS | WATER STREET HERITAGE TRAIL



PROPOSED STREET SECTION

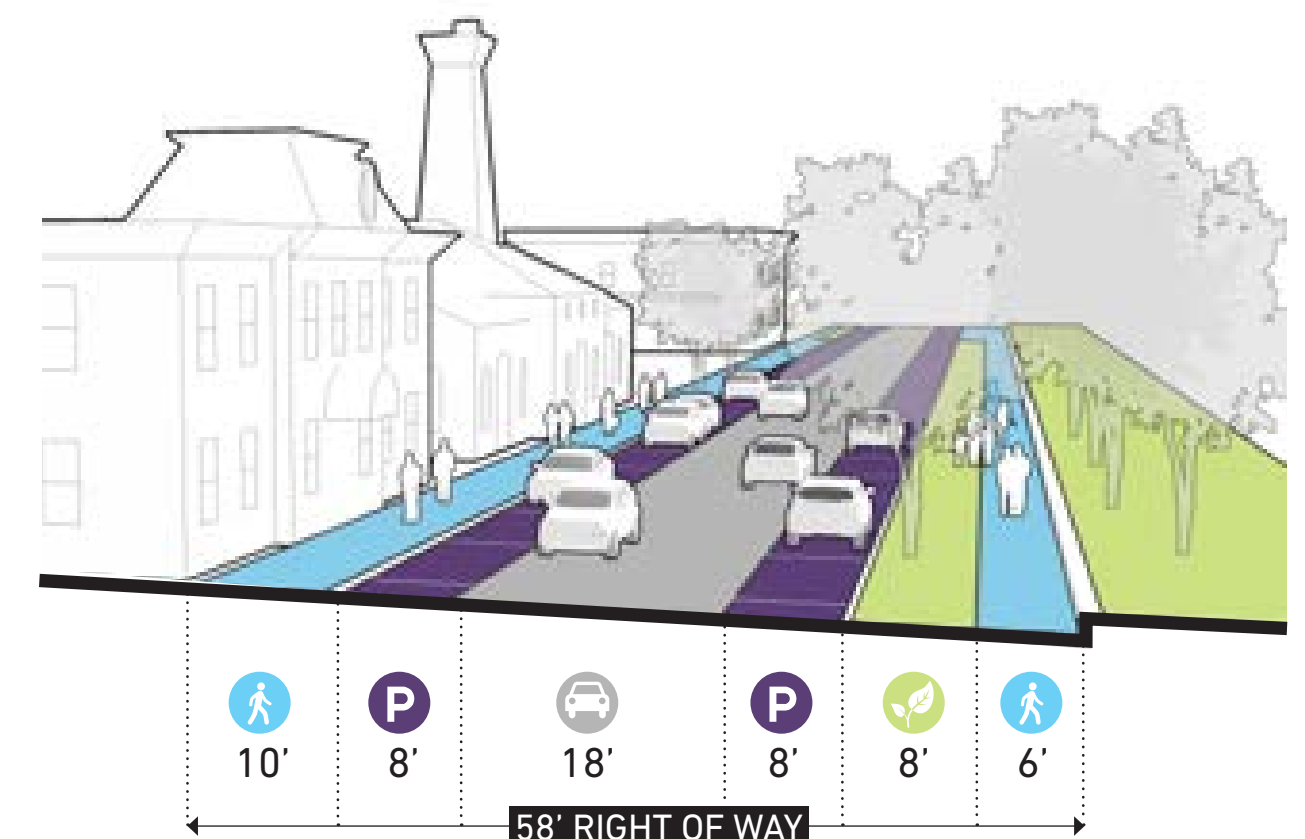
Based on collected public input, Water Street is widely considered one of Troy's best streets. It is also one of its oldest. Today, it is a narrow street (18 feet for two-way traffic in most cases) with an eclectic mix of houses, businesses, institutions, public spaces, and parking lots. In a couple locations, such as at Plum Street, parking lots also serve as vistas over the Great Miami River.

As one of Troy's best streets that also serves as a cultural spine, Water Street has the opportunity to be modestly upgraded to reinforce its role in the community. Without modifying the current traffic or parking configuration, a heritage trail is proposed to be built along the southern edge of the street,

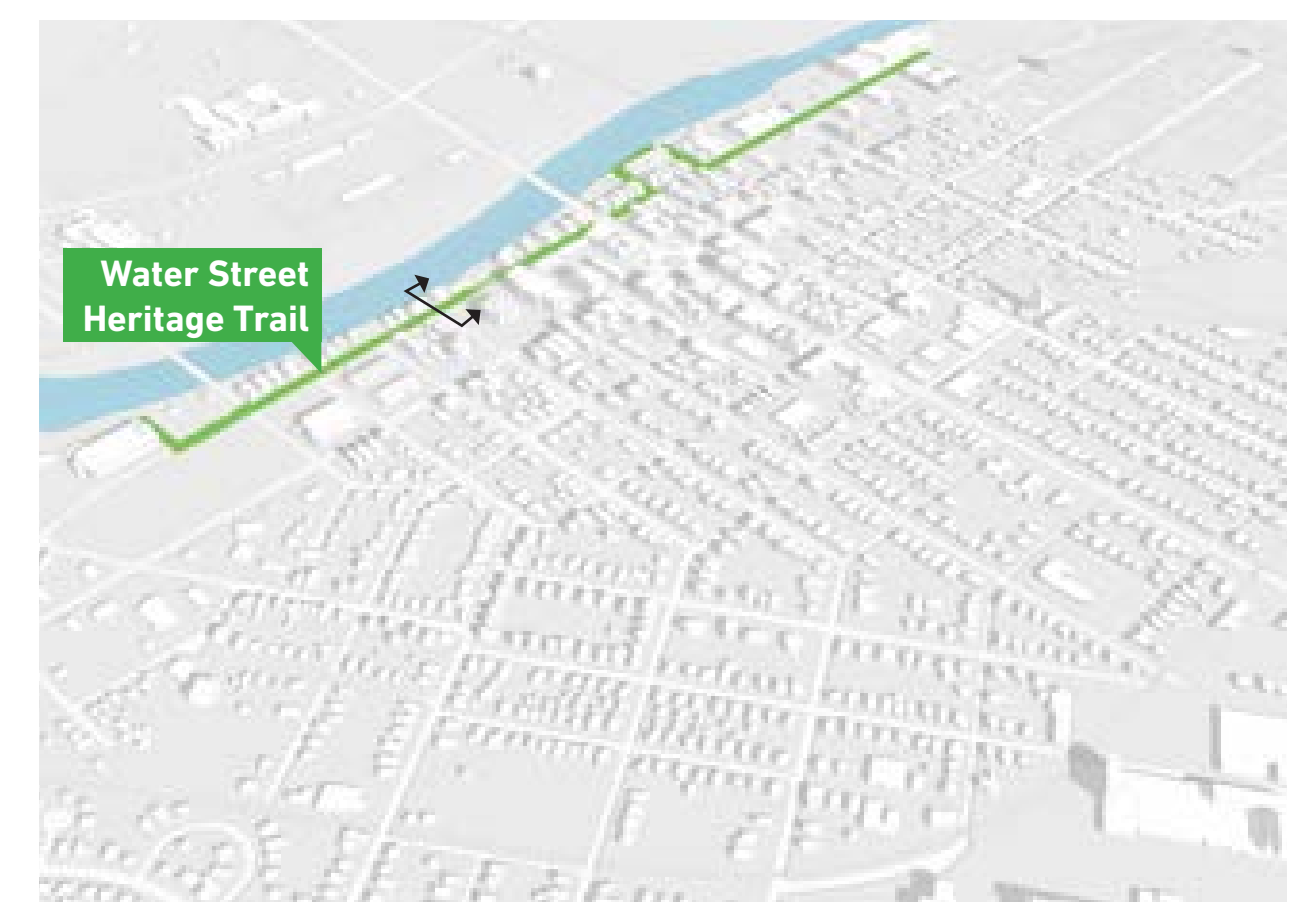
utilizing the setback that exists along most of the street corridor. The expanded right-of-way necessary to accomplish this will provide sufficient room for a dedicated multi-purpose path that can pull Great Miami Recreational Trail users directly into Downtown. It will also serve as an iconic piece of infrastructure that will attract new development and investment along it.



WATER STREET TODAY



EXISTING STREET SECTION



0-2 YEARS | INFILL DEVELOPMENT

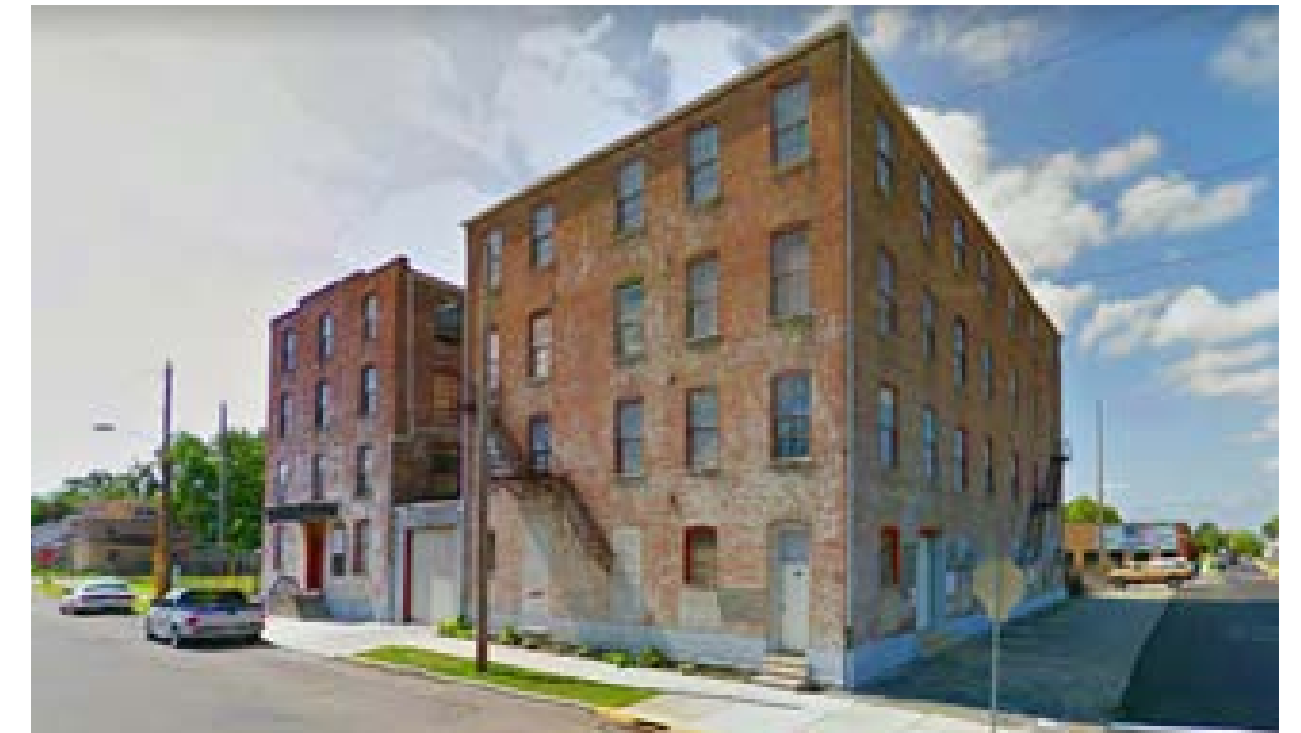


PROPOSED INFILL DEVELOPMENT ALONG WEST WATER STREET

Infill development is the development of new buildings and structures on vacant land and the reuse of existing buildings. It is the primary way that Downtown's growth can economize the use of existing investments in urbanized land, utility infrastructure, and streets. This has proven in most cities to have a much better return on municipal capital investments than single-use, large lot development on a city's periphery while thickening the density of productive uses without drastically changing the character of a place.

Downtown has a number of empty parcels, underperforming buildings, and parking lots that would be much more productive as usable building space. These parcels may be better used as an eclectic mix of residential (both for rent and ownership), commercial space, retail, and light manufacturing uses.

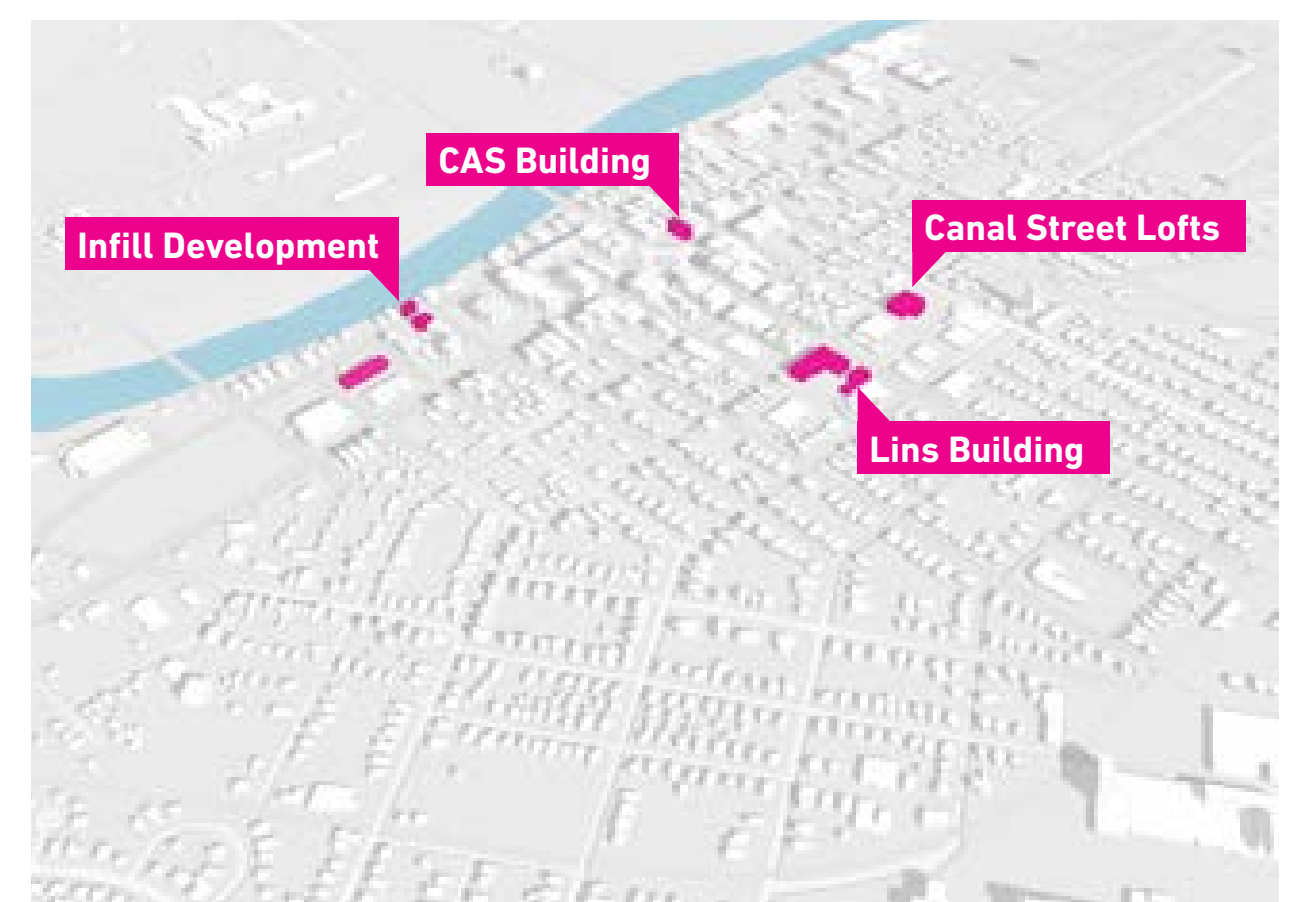
Four such locations are identified here as high priority examples of a much larger opportunity in Downtown and in its near-in neighborhoods.



PROPOSED CANAL STREET LOFTS, TROY, OH



QUALITY INFILL DEVELOPMENT EXAMPLE



INFILL DEVELOPMENT - CONTINUED

PROJECT FEASIBILITY AND TOOLS

The economics of urban infill and reuse can be trickier than conventional greenfield development, with often inefficient parcels or building sizes and layouts, environmental concerns, and dated zoning not conducive to redevelopment. An experienced developer will need to have a high level of confidence in the offering to secure potential investors, and may need an incentive, (e.g. TIF), or other public support to make the project feasible.

New infill housing will also help to establish important comparable assets for other redevelopment investments to find financing. This can then bolster the resiliency of Troy by providing a wider range of housing by age, by price, and by product type. This variation in housing supply allows Troy to better weather changing demographics and housing preferences of households in the future.

Many of the properties along the Water Street corridor between the Adams Street and North Market Street intersections are owned by public agencies. Miami County owns several of these parcels, including Brukner Park, which may ultimately be candidates for infill development.

Utility Infrastructure:

- » Water – Water mains along Water Street are located just inside the south curb line and vary in size from 4-inch to 6-inch in diameter.
- » Sanitary Sewer – 8-inch sanitary sewer mains are located near the center of Water Street for the majority of the corridor. These mains vary between approximately 7 feet to 8 feet in depth.

- » Storm Sewer – Storm sewer infrastructure is very limited along the corridor and should be evaluated for upgrades as properties along the river are redeveloped with opportunities for additional easements to outlet public storm sewer to the river. The use of rain gardens and other green infrastructure techniques are encouraged with the redevelopment of the areas behind the curbs and on property sites to limit the amount of runoff that enters the storm sewer system.
- » Electric and Telecommunications – This corridor includes significant overhead electric and telecommunication facilities behind the curb line on the south side of the road. Coordination of the relocation or burying of these facilities should begin early to allow for consideration of the costs for this work to be distributed over several projects.

INFILL DEVELOPMENT TOOLS:

- » Tax Increment Finance (TIF)
- » Downtown Redevelopment District (DRD)
- » Community Development Block Grant if benefitting low-moderate income persons
- » HOME Investment Partnerships Program
- » Property Assessed Clean Energy
- » Historic Tax Preservation Credit (Federal/State)
- » Consortium for Ongoing Reinvestment Efforts
- » Troy Small Business Development Revolving Loan Fund

See Appendix for details on these tools.



RENDERING OF THE LINS BUILDING DEVELOPMENT (MT STUDIO)



MIXED-USE INFILL DEVELOPMENT EXAMPLE

0-2 YEARS | CLAY STREET ARTS WALK



ARTS WALK EXAMPLE

Clay Street, and Troy's east side in general, were often cited as an area of great concern and potential for future investment and growth. Today, Clay Street borders an active rail line with a row of small houses and commercial buildings. The street itself is narrow and inherently pedestrian friendly due to its size limiting the speed of cut through traffic. Clay Street is also a connection from the inland neighborhoods east of the railroad to the Great Miami Riverfront.

These attributes make the street ideal for creative placemaking to drive a new narrative for the corridor. Creative Placemaking is commonly associated with community- and artist-led initiatives in the public or semi-public realm that help beautify an area or tell

a community's story. The street, its intersections, and eventually even the properties along it can all become part of an immersive experience, connecting the neighborhoods to the south with Water Street and the river to the north. The cumulative effect of this effort will take what has been conventionally described as a difficult address along a busy rail corridor and transform it into another Downtown Troy destination not to be missed. The project will increase the visibility of the properties it serves, spurring incremental reinvestment in them. It will also shrink the perceived distance between the Public Square and significant parking resources east of it by having a landmark visual marker on the pathway connecting the square to its available parking.



ARTS WALK EXAMPLE



ARTIST HOUSING EXAMPLE



0-2 YEARS | TROY TRUCK YARD



PROPOSED TROY TRUCK YARD ON THE RIVERSIDE OF THE FORMER HOBART CABINET BUILDING

The Truck Yard will be a professionally operated public space that occupies the former truck loading zone of Hobart Cabinet along the river. It will be activated by exterior programming, food and beverage vendor(s), recreation, and public artwork. The activation of the Troy Truck Yard will accomplish three primary objectives. The first objective will serve to connect Troy to the riverfront in a dynamic, active way. The second objective will be to reverse negative perceptions of Downtown Troy's east side through creative uses encumbered by industrial neighbors and an active rail line. The final objective is to prove demand for additional investment in the area. Most specifically, this investment would be in the former Hobart Cabinet Building that sits adjacent to the

proposed Truck Yard, parcels to the south and west of it, and the riverfront itself.

The Truck Yard's program will include:

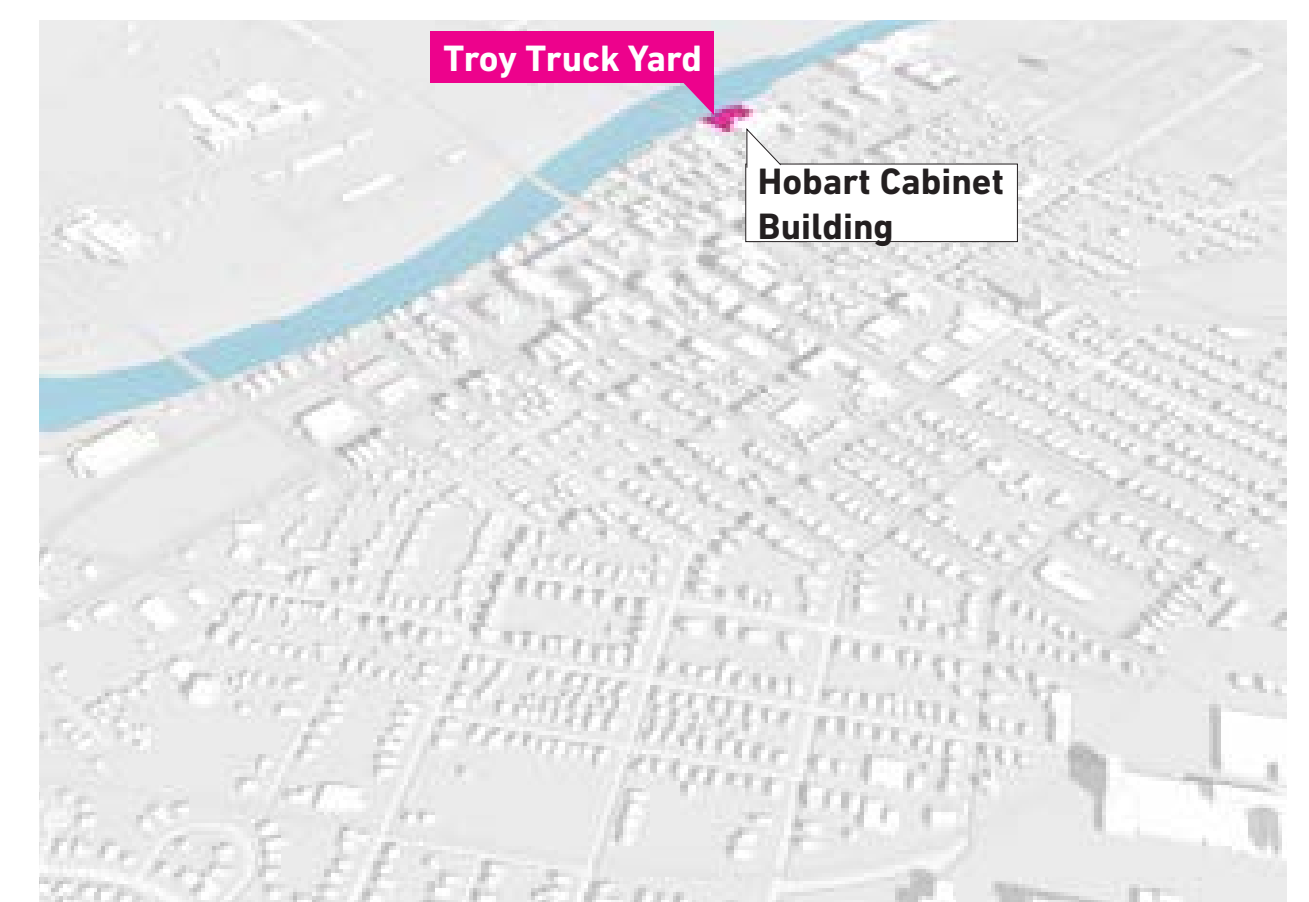
- » The existing loading docks utilized as a stage
- » A visual screen and buffer from the active railroad tracks
- » A multi-purpose patio for entertainment and dining
- » Pads for mobile food and drink vendors
- » Lighting for evening events
- » Sand volleyball courts for weekend and young professionals' leagues
- » Potted plants and small trees
- » Mural branding and wayfinding signage



FORMER HOBART CABINET BUILDING, TROY, OH



TRUCK YARD EXAMPLE



0-2 YEARS | PROUTY PLAZA



PROUTY PLAZA IS BEST USED TODAY AS AN ENTERTAINMENT VENUE.

Prouty Plaza is located atop a former building site on the northwest corner of Troy's Public Square. In addition to being home to an iconic mural and rotating public art sculptures, Prouty Plaza hosts regular events and concerts. It has become a well-known meeting place for visitors to Downtown.

While attitudes toward the Square are widely varied, it is consistently described as one of the cultural destinations within Troy. It is also in need of improvements and upgrades. Augmenting its current design and programming will improve its ability to serve more effectively as a part of Troy's cultural heart.

Recommended improvements include:

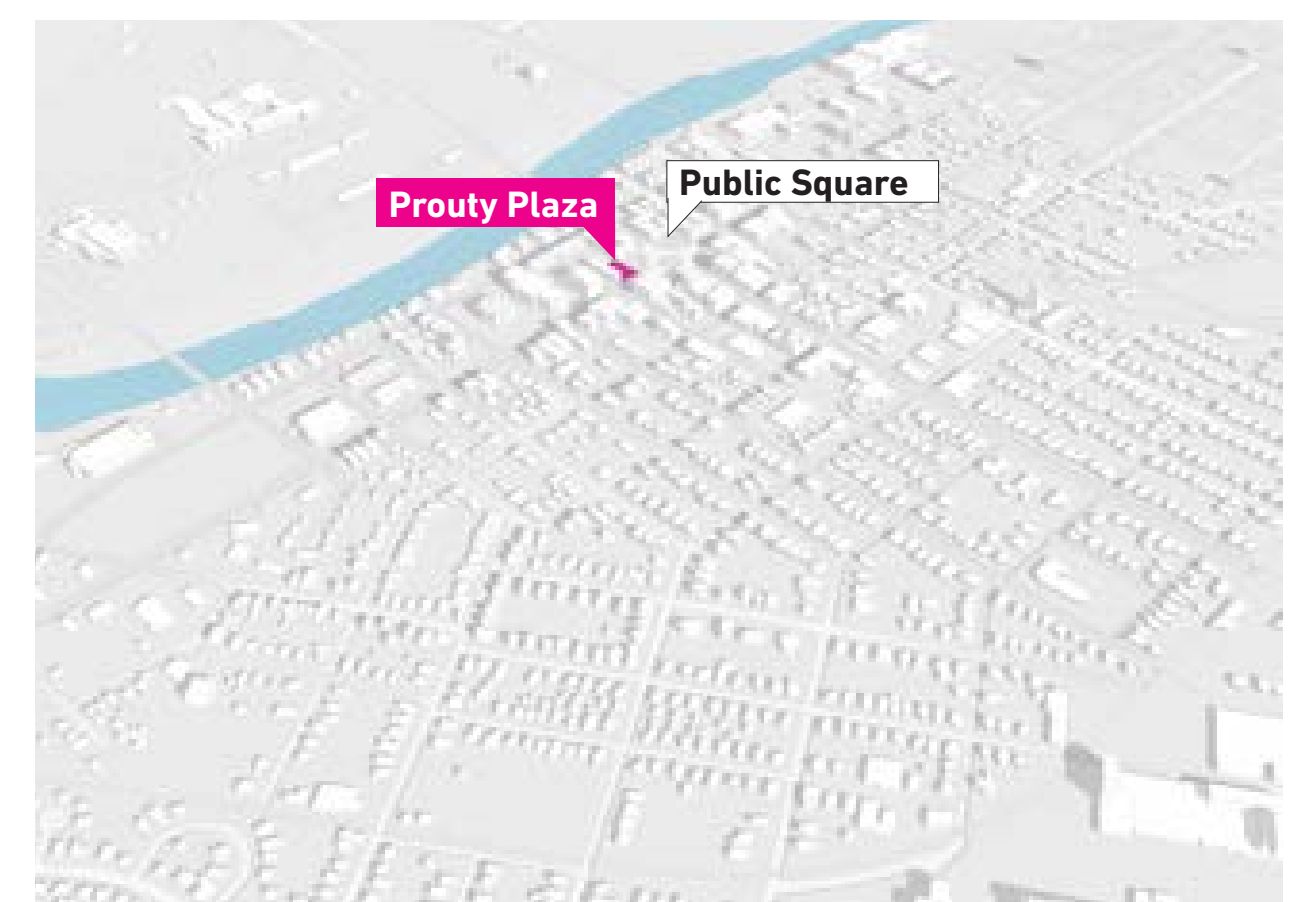
- » Public restrooms (for example, the Portland Loo)
- » Storage facility for tables, chairs, and production equipment
- » Permanent stage
- » Increased hard or semi-hardscape for outdoor dining and higher pedestrian traffic loads
- » Moveable chairs and tables
- » Redone natural or artificial turf panel
- » Temporary vendor infrastructure
- » Improved lighting, landscape, and signage
- » Edge treatment such as bollards or moveable planters



PROUTY PLAZA TODAY

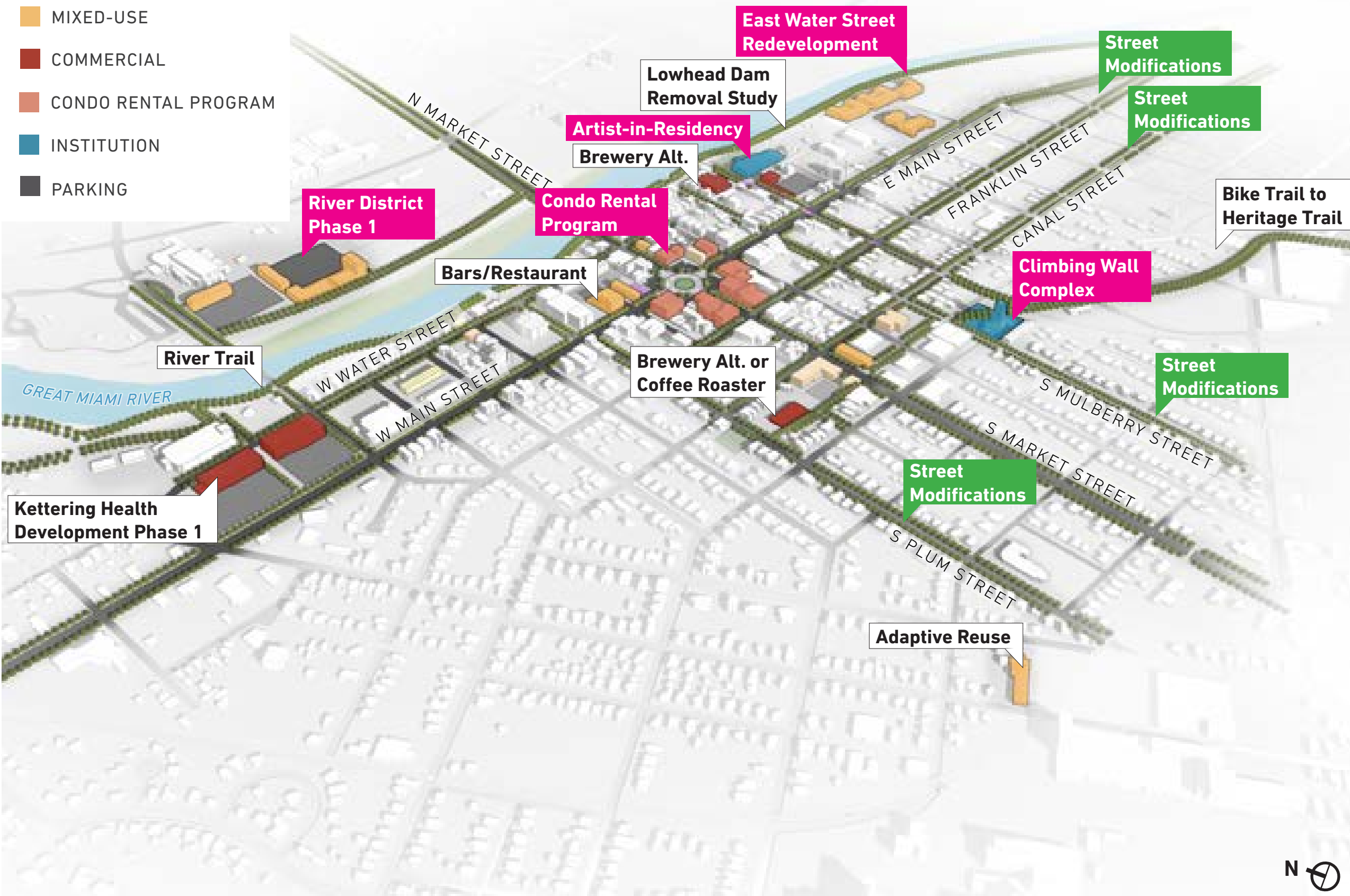


PUBLIC PLAZA EXAMPLE



2-5 YEARS

RECRUIT & ATTRACT AMENITIES AND ANCHORS



POTENTIAL DEVELOPMENT SUMMARY

RESIDENTIAL	450 units
RETAIL/COMMERCIAL	25,000 sq ft
OFFICE/FLEX	295,000 sq ft
COMMUNITY/INSTITUTIONAL	170,000 sq ft
PARKING	700 spaces

The second investment horizon for Downtown Troy is in the two-to-five year time frame. The work accomplished in the first phase will drive the successful recruitment and attraction of new amenities and anchors that start to scale up Troy's ability to retain and attract residents, a talented and creative workforce, and employers.

Around this time, the new Kettering Health Network hospital will have its first phase of development complete. This will anchor Downtown's west side with the proposed Water Street Heritage Trail (see 0-2 years) connecting it through the downtown core and eastward to the former Hobart Cabinet building where the Troy Truck Yard and Clay Street Arts Walk are proposed (see 0-2 years).

This barbell of initial investment will attract two-to-five year investments along and adjacent to it. This includes a metallurgical artist-in-residency and advanced coworking fabrication lab in the former Hobart Cabinet building, the potential redevelopment of Spinnaker Coatings east of the Cabinet building, and development of the Hobart Arena parking lots across the river. Additional amenities and demand drivers, such as the Downtown condo rental program and the reuse of the grain elevator building as a best-in-class indoor/outdoor climbing facility and view deck, can also be realized in this window of time. To connect it all, the Study proposes modifying select oversized downtown streets to improve their safety and economic performance while maintaining their current travel and parking functions.

2-5 YEARS | RIVER DISTRICT - PHASE 1



PROPOSED FIRST PHASE DEVELOPMENT ALONG THE GREAT MIAMI RIVER'S NORTH RIVERBANK

The north riverbank and levee is the home of Troy Memorial Stadium, Hobart Arena, and the Aquatic Center. It enjoys the best views of the river and Downtown and also hosts several large events each year. But on most days it sits as undefined leftover space, comprised of an underutilized parking lot and a public space atop the levee, in need of more investment and activity.

Many communities are re-assessing their riverfronts as the community living room, leveraging development to produce great public space that may be used for events big and small.

For Troy, the development of its north riverbank can:

- » Better utilize an underperforming asset
- » Better connect Hobart Arena to Downtown
- » Better utilize parking on both sides of the river
- » Create a complementary district to Downtown that combines residential and hospitality uses
- » Improve the levee and riverscape into a great public space



THE GREAT MIAMI RIVER TODAY



RIVERFRONT PARK EXAMPLE



RIVER DISTRICT - CONTINUED

PROJECT FEASIBILITY AND TOOLS

A prominent development on the north side of the Great Miami River could establish significant precedent for the future of Troy's riverfront. The use and designed "front" of the buildings will be crucial to leveraging the relationship with this signature Troy public space. To create a "River Room," a relatively high level of engagement with the greenspace and river will be necessary for this development to realize the potential of the site. A developer RFQ/P process should identify developers who have successfully delivered mixed-use product along prominent water or park frontage in a way that leverages and improves the public amenity space.

The successful value creation of the development is critical to justify the investment of a future bridge (see 5-10 year time frame). If this land is untaxable now, a base of zero value could provide significant increment to support the infrastructure improvements.

This project also could fill an important missing housing option: market-rate rental flats within walking distance of Downtown, Hobart Arena, and Duke Park. This proof-of-concept would likely spur continued downtown momentum and establish a new, favorable, and comparable asset for future housing development in Troy.

Development of the area north of the north levee of the Great Miami River and south of Hobart Arena, Troy Aquatic Park and Troy Memorial Stadium. Development along the levee will require coordination with the Miami Conservancy District (MCD) who owns the property that the levee is on, as well as modifications or accommodation of existing city water supply facilities.

Levee Modifications - Through preliminary coordination with the MCD, the development will have the opportunity to make structural modifications to the back (north side) of the levee to support the buildings and provide maximum parking capacity in the lower level. Structural evaluation of the exterior wall to support the remaining levee and resist flood forces for the MCD design flood will be a critical

element of that design. Preliminary considerations anticipate that these modifications are feasible, allowing the new developments to be elevated to the top of the levee.

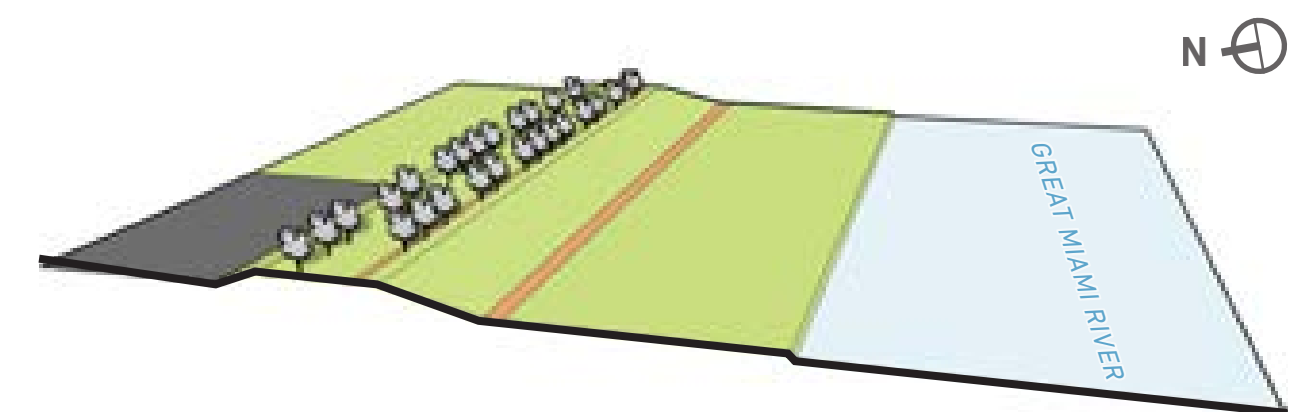
Utility Infrastructure:

- » **Raw Water Supply** - Development of the area south of Hobart Arena, the Aquatic Park, and Troy Memorial Stadium will need to be closely coordinated with the city's raw water supply infrastructure that exists in these areas. Raw water lines and above ground structures are located adjacent to the south edge of the parking areas east of Adams Street. Reservation and/or relocation of these areas and maintenance of access to the 12-inch and 16-inch pipes that supply the city's water plant will be critical to success of the development.
- » **Water** - Potable water is available in the river district vicinity in the form of a 16-inch main that runs parallel to the Great Miami Recreational Trail inside the floodplain as well as a 12-inch main that branches to feed a 6-inch line that runs near the top of the levee on the north side of the sidewalk. Modifications to this line are also likely as part of the development, but a supply of potable water is available to the site from this location as well as potentially from an 8-inch line that runs along the west side of Troy Memorial Stadium.
- » **Sanitary Sewer** - A 27-inch sanitary sewer trunk line that is approximately 6 feet to 7 feet deep located within the floodplain and south of the Great Miami Recreational Trail is the primary sanitary sewer facility in the vicinity.

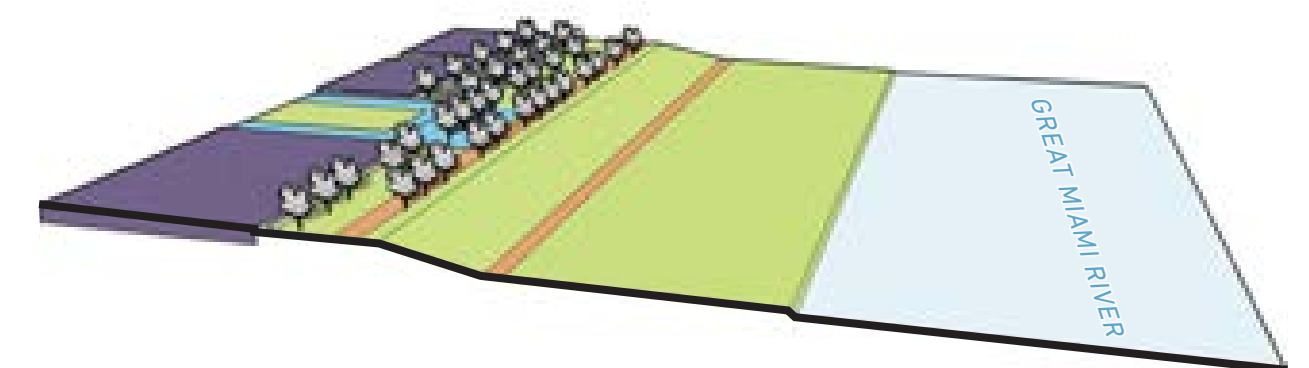
INFILL DEVELOPMENT TOOLS:

- » Special Improvement District
- » Tax Increment Finance (TIF)
- » Downtown Redevelopment District (DRD)
- » Community Development Block Grant if benefitting low-moderate income persons
- » HOME Investment Partnerships Program
- » Property Assessed Clean Energy
- » Consortium for Ongoing Reinvestment Efforts
- » Troy Small Business Development Revolving Loan Fund

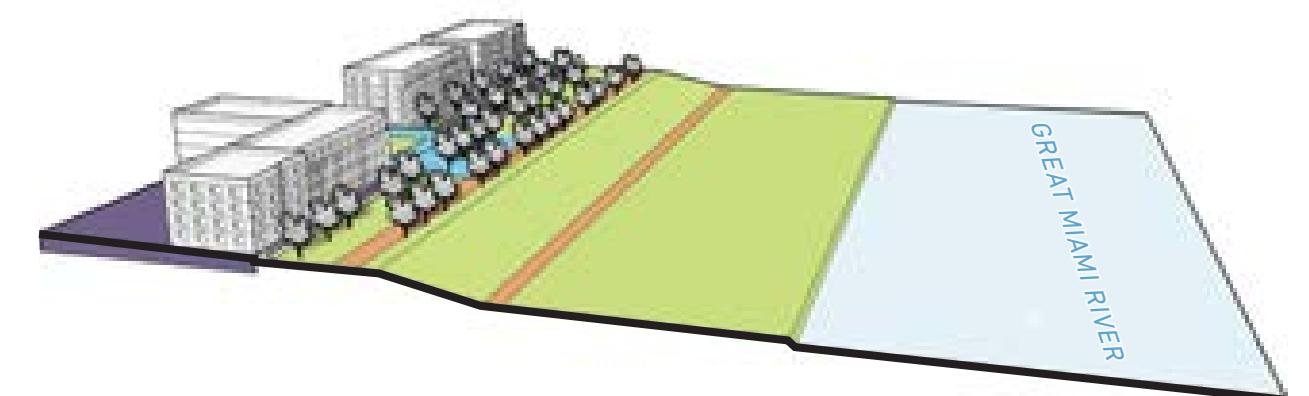
See Appendix for details on these tools.



EXISTING LEVEE AND RIVERFRONT



PARKING PODIUM ON NORTH SIDE OF LEVEE



PHASE 1 DEVELOPMENT OF RIVER DISTRICT AND TOP-OF-THE-LEVEE IMPROVEMENTS

2-5 YEARS | ARTIST-IN-RESIDENCY



PROPOSED ARTIST-IN-RESIDENCY DEVELOPMENT AND TROY TRUCK YARD

With Hobart's legacy, Troy is one of the premier metal working hubs in the world and has a history of making incredible products with the material. Troy and the seven counties around it also have approximately 12,000 unfilled, skilled, well-paying jobs due, in part, to a skills gap. Maintaining and growing its leading edge creativity, innovation, and workforce requires a shared investment in industrial and educational infrastructure with access to state-of-the-art technology. The former Hobart Cabinet building is ideally suited for such a hub.

Earlier investments in the Troy Truck Yard will launch more sophisticated efforts in raising the necessary awareness, partnerships, and funding to pursue the

repurposing of the former cabinet building into a blend of the following:

- » World-class artist-in-residency for name brand and emerging metallurgical sculptural and industrial design artists
- » Indoor revolving arts gallery and permanent outdoor sculpture garden along river
- » Studio and retail spaces for local artists
- » Applied manufacturing and fabrication lab
- » Meeting and lecture space
- » Co-working space with shared office infrastructure
- » Permanent "Truck Yard" culinary experience along the river



ARTIST STUDIO AND ART CENTER EXAMPLE



ARTIST-IN-RESIDENCY PROGRAM EXAMPLE



ARTIST-IN-RESIDENCY - CONTINUED

PROJECT FEASIBILITY AND TOOLS

Low-Income Housing Tax Credits have a set-aside for artist housing and programming that may support this funding gap. These have been used in St. Louis at The Arcade artist housing, for example. A new training institute or existing community college could master lease the entire building to share in the risk of leasing and financing for the redevelopment.

The program can help drive Downtown Troy visitor trips throughout the year as different artists and shows cycle through, upon which the Kohler program in Wisconsin capitalizes. This can help establish the culture and tourism draw for Troy based around metallurgy and metal arts. Much needed job training space would also support local employers with the skills gap in a shifting workforce environment.

On-site evaluation of the existing structure and evaluation of the applicability of its intended reuse are the next steps in the planning for the renovations of this site. Recommended steps include:

- » Code study of current state - Evaluate the ability of the structure to maintain much of its current use with renovations necessary to meet current codes.
- » Code study for its proposed use – Identify any gaps from the current state to the future state related to the items listed below.
 - » Structural – Designed as an industrial building with concrete structure, the structure will likely support the renovations depicted. Evaluation of the critical members and ability of the structure to carry the additional third story load are necessary next steps.
 - » Mechanical and Fire Suppression – Upgrades to the existing HVAC and plumbing infrastructure as well as fire suppression systems are likely for compliance with functional expectations and code requirements.

- » Electrical – While the existing supply to the site is likely sufficient to meet future demands, a condition assessment of the portions to remain and modifications to support the new use are required.
- » Building Envelope – In addition to the restoration of industrial glass to much of the structure, condition assessments of the roof, doors, and windows are necessary to meet expectations for the future use.
- » Accessibility for multiple floors – Evaluation of the accessibility within the building and modifications to the structure to allow for elevator(s) access to upper floors will be a part of the condition study.

Site Evaluation:

- » The proximity of the site to the CSX rail line is a challenge that should be investigated as an early step in the redevelopment of this property. A survey that accurately locates the CSX right of way line should be the first step in that process. Maintaining access to the rear of the parcel from the west side will be important for vendors and patrons alike. Screening from the tracks will increase safety and reduce disruption of trains passing the property. Improvements at this location must be coordinated with the buried fiber optic cable noted along the west boundary of the property. At-grade pedestrian crossings of the tracks will require close coordination with CSX. CSX's preferred scenario is to maintain pedestrian crossings at locations of existing roadway right of way suggesting crossings at Water Street. The dedication of public right of way along the top of the levee may be a required step in achieving a permit from CSX for the proposed crossing.

INFILL DEVELOPMENT TOOLS:

- » Special Improvement District
- » Tax Increment Finance (TIF)
- » Downtown Redevelopment District (DRD)
- » Community Development Block Grant
- » HOME Investment Partnerships Program
- » Property Assessed Clean Energy
- » Historic Tax Preservation Credit (Federal/State)
- » Consortium for Ongoing Reinvestment Efforts
- » Troy Small Business Development Revolving Loan Fund

See Appendix for details on these tools.

- » Public Utilities – The existing building is served by an 8" sanitary sewer with multiple lateral connections to the structure from the center of Water Street and a 4" waterline located in the south side of Water Street.
- » Levee modifications to allow a path along the river in the floodplain and access to the river are feasible at this location. Coordination of the modifications with the Miami Conservancy District may require a slight laying-back of the levee slope, but should maintain adequate area at the top of the slope for a walkway along the top of the levee and sufficient space for outdoor events. Safety considerations of the proximity of the lowhead dam may suggest that these improvements be evaluated if the dam is removed in the future.

2-5 YEARS | CLIMBING WALL COMPLEX



GRAIN SILO TODAY

The grain silo at the eastern terminus of Race Street is one of Troy's most visible landmarks and a bold symbol of its agricultural and industrial heritage. Only the County Courthouse rivals this structure's prominence.

The opportunity exists to transform this iconic piece of architecture into a multi-faceted indoor/outdoor climbing facility that would be a destination for climbers and for tourists interested in ascending the stairs (or elevator) to a viewing deck that looks over Downtown Troy, the Great Miami Riverfront, and the landscape beyond. It would be a center of recreational activity with a public park at its base that could sit at the intersection of the proposed

Great Miami Recreational Trail spur and the proposed on-street bike trail network. This facility could be operated privately or by a non-profit (such as the YMCA). Additional opportunities exist for healthy food operators, trainers, outfitters, and health and wellness providers to tenant space on the premises and nearby. It will be a powerful anchor for the southeast corner of Downtown.



SILO CLIMBING GYM EXAMPLE



GRAIN SILO'S PROMINENCE IN THE TROY LANDSCAPE



2-5 YEARS | EAST WATER STREET REDEVELOPMENT



PROPOSED DEVELOPMENT OF FORMER SPINNAKER AND VAN CLEVE SCHOOL SITES ALONG EAST WATER STREET

The Troy School District is considering consolidating its elementary schools into a location outside of town. Should this occur, the redevelopment of the former school buildings may become an option. The first option should be to reuse the buildings for office or residential uses. If this is not an option, a plan to redevelop the sites is the next best option.

The historic Van Cleve Elementary along East Main Street is one of these sites. Taken together with the Spinnaker Coatings industrial site, a significant riverfront development potential exists. A range of options, including adaptive reuse of both the school and part or all of the industrial buildings along the river, are possible.

The district should include:

- » Maintaining current street grid
- » Extending north and south streets to the river
- » Provisions for and connections to a riverfront trail
- » A transition of scale from the riverfront (tallest/ largest) to Main Street (mid-scale)
- » Mix of uses
- » Adaptive reuse where possible



VAN CLEVE ELEMENTARY SCHOOL, TROY, OH



RIVERFRONT DEVELOPMENT EXAMPLE



2-5 YEARS | CONDO RENTAL PROGRAM



DOWNTOWN TROY, OH

Historic Downtown Troy is, and will continue to be, a draw for downtown residents and visitors. However, fragmented property ownership and costly renovations of historic properties that fail to provide adequate return on that investment continue to hamper upper floor occupancy.

While promoting downtown residential and commercial development of upper floors and providing some of the necessary financial gap will continue to play a role, creating a new short - and medium-term rental market will help both developers and unit purchasers better offset their investment risk while meeting demand for accommodation downtown by visitors and corporate users.

A condo rental program is a way for individual building owners to adapt upper floors of buildings into condos and a way for the purchasers of the condos to opt into a professionally managed and operated condo rental program. This allows:

- » Incremental reuse development of upper floors
- » Expanded market for condo developer
- » The buyer to offset the cost of the condo purchase
- » The buyer to more easily travel while others rent
- » Corporate partners to have extended and short-term lease agreements
- » Increased number of residents downtown
- » Increased number of options for visitors to stay in Downtown without building a dedicated hotel



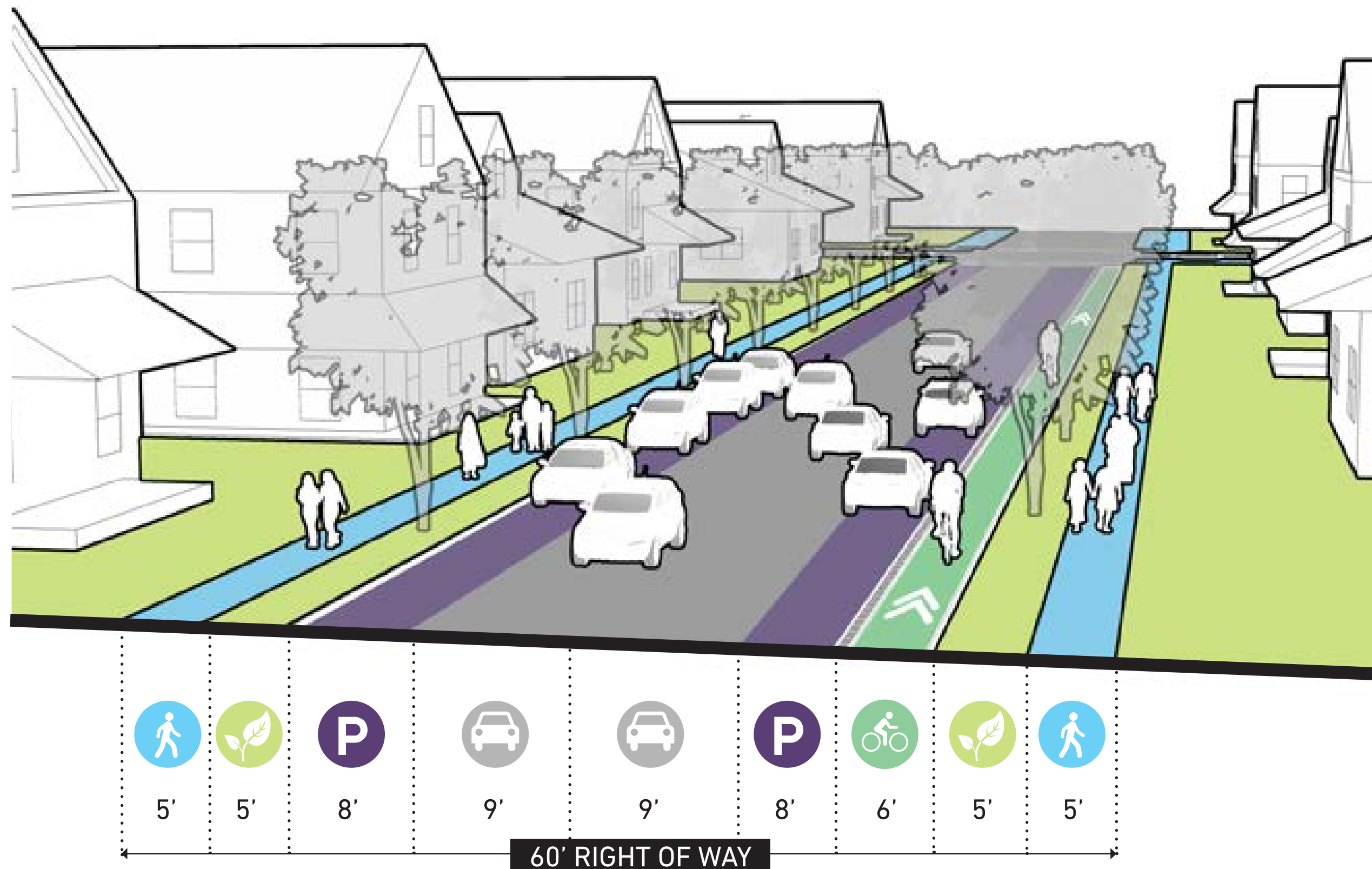
MIXED-USE HISTORIC DISTRICT EXAMPLE



DOWNTOWN LIVING EXAMPLE



2-5 YEARS | STREET MODIFICATIONS



PROPOSED STREET SECTION FOR PLUM STREET AND 60' STREETS

Several of Troy's streets are wider than they need to be to accommodate the two-way travel and on-street parking that they have today.

Overly wide streets have several unintended consequences:

- » Travel speeds that exceed the 25 MPH that is appropriate for Downtown and neighborhoods
- » Decreased safety for all users
- » Diminished visibility and economic performance for retail that faces these streets

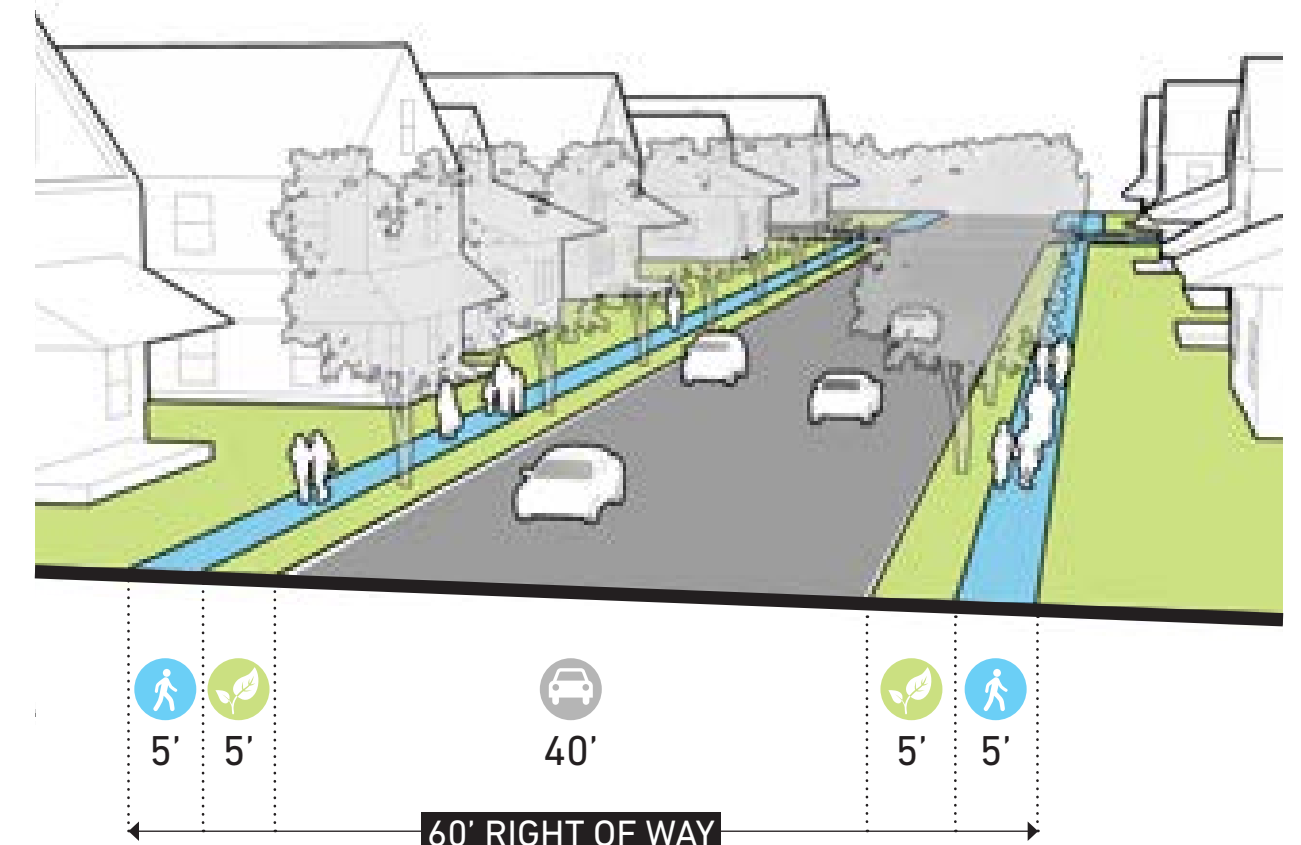
The Study proposes to utilize the current 40 feet of space between the curbs in a more efficient and safe way that will respond to speed, safety, and usability

concerns. By not moving the curb and gutter, these changes can be made economically, mostly with paint, signage, and enforcement.

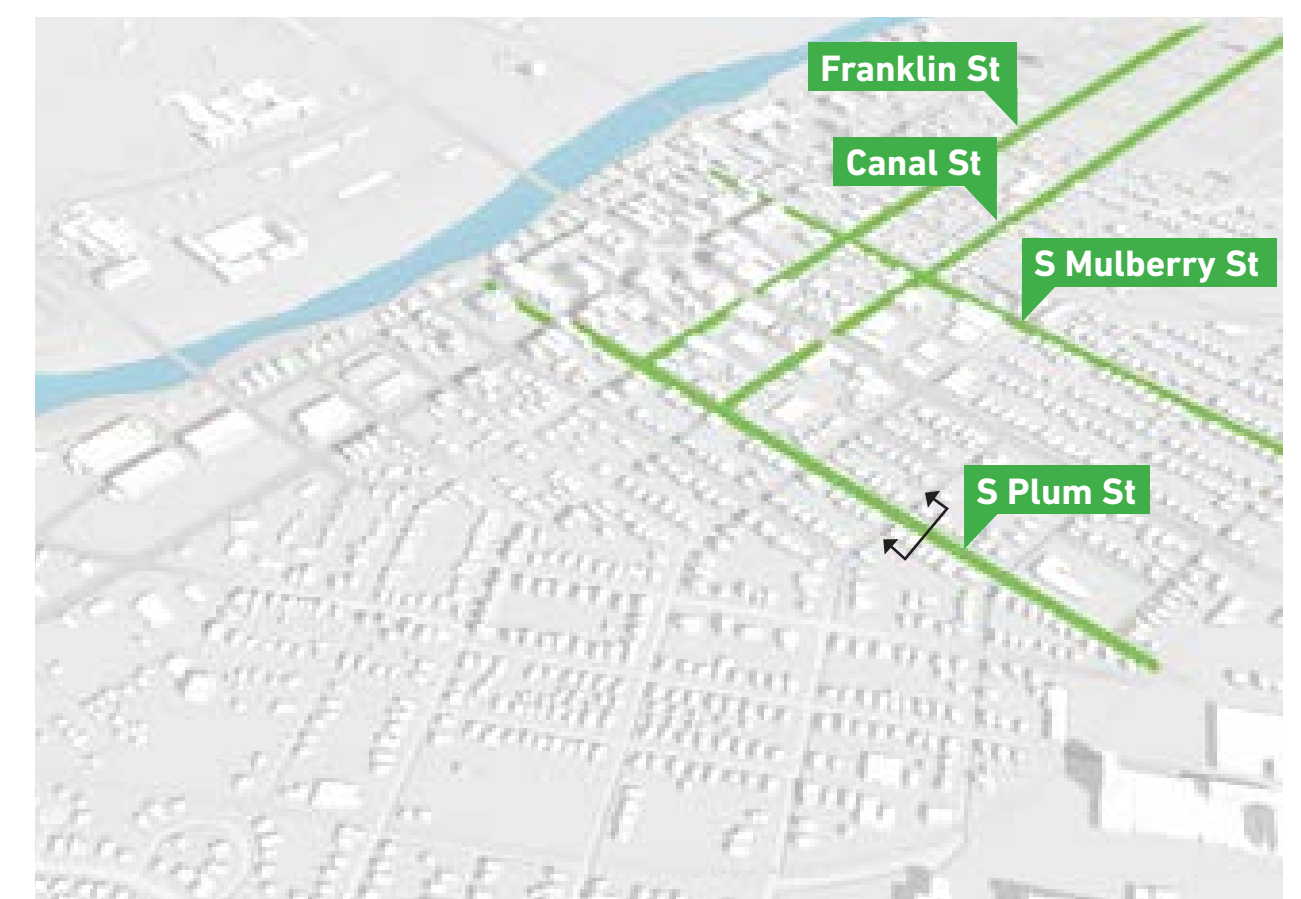
Several options were considered for how to address the future design of these streets. The ultimate recommendation maintains the current parking and two-way travel characteristics (essentially altering the design of these streets to a Water Street standard) and creating a one-way couplet system of dedicated and buffered bike lanes that will connect all of Downtown and downtown-near neighborhoods to the riverfront, the Great Miami Recreational Trail, and destinations throughout.



PLUM STREET TODAY



EXISTING STREET SECTION



5-10 YEARS INVEST AT EDGES, GROW AT HEART



DOWNTOWN TROY TODAY

POTENTIAL DEVELOPMENT SUMMARY

RESIDENTIAL	275 units
RETAIL/COMMERCIAL	5,000 sq ft
COMMUNITY/INSTITUTIONAL	30,000 sq ft
PARKING	300 spaces

Years zero-to-five set the stage for larger investment in the five-to-ten year window. These investments will be focused on growing the heart of Downtown while bringing online initiatives at the periphery of Downtown to expand the level of connectivity from surrounding neighborhoods to and from a growing downtown core.

In this window of time, the Kettering Health Network hospital campus is planned to be complete, the balance of the River District north of the Great Miami could be completed, large infill development sites around the Public Square and near the hospital might be realized, and a dedicated, iconic pedestrian bridge may be built to connect Downtown directly to its new River District.

5-10 YEARS | RIVER DISTRICT - PHASE 2



PROPOSED SECOND PHASE OF RIVER DISTRICT ALONG THE GREAT MIAMI RIVER

The second phase of the River District would complete the frontage along the river promenade with four or five story rental or condo buildings. As was the case for the first phase, these buildings could be elevated above the top-of-levee elevation with basement parking.

This phase will also serve to complete the River District's street network with a street connection to Market Street and one north to Staunton Road. Additional improvements to the levee, the riverfront park, and the promenade along the top of the levee may also be made at this time.



RIVERFRONT GREENWAY EXAMPLE



RIVERFRONT PROMENADE EXAMPLE



5-10 YEARS | PLUM STREET PEDESTRIAN BRIDGE



PROPOSED PEDESTRIAN BRIDGE CONNECTING PLUM STREET DOWNTOWN TO THE RIVER DISTRICT

The Plum Street Pedestrian Bridge may serve to connect Downtown Troy to the new River District, the Hobart Arena, Trojan Stadium and High School, and the Aquatic Park. It has the potential to be an additional gateway to Downtown from the Great Miami Recreational Trail and allow both sides of the river to share in parking for large events.

The architecture of the bridge should reflect the industrial heritage of Troy and its riverfront and be an active, comfortable space unto itself.



PEDESTRIAN BRIDGE EXAMPLE



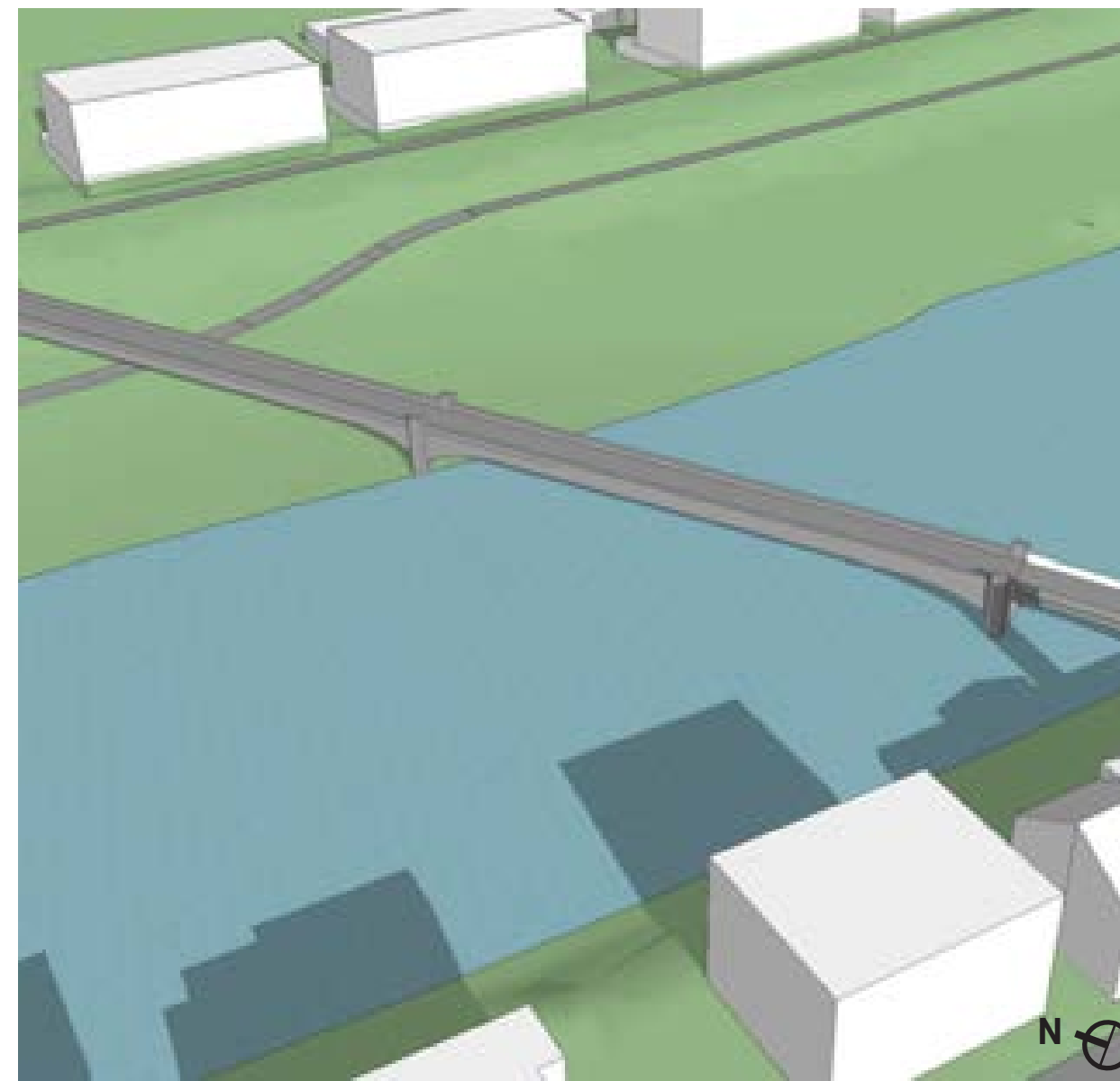
PEDESTRIAN BRIDGE EXAMPLE



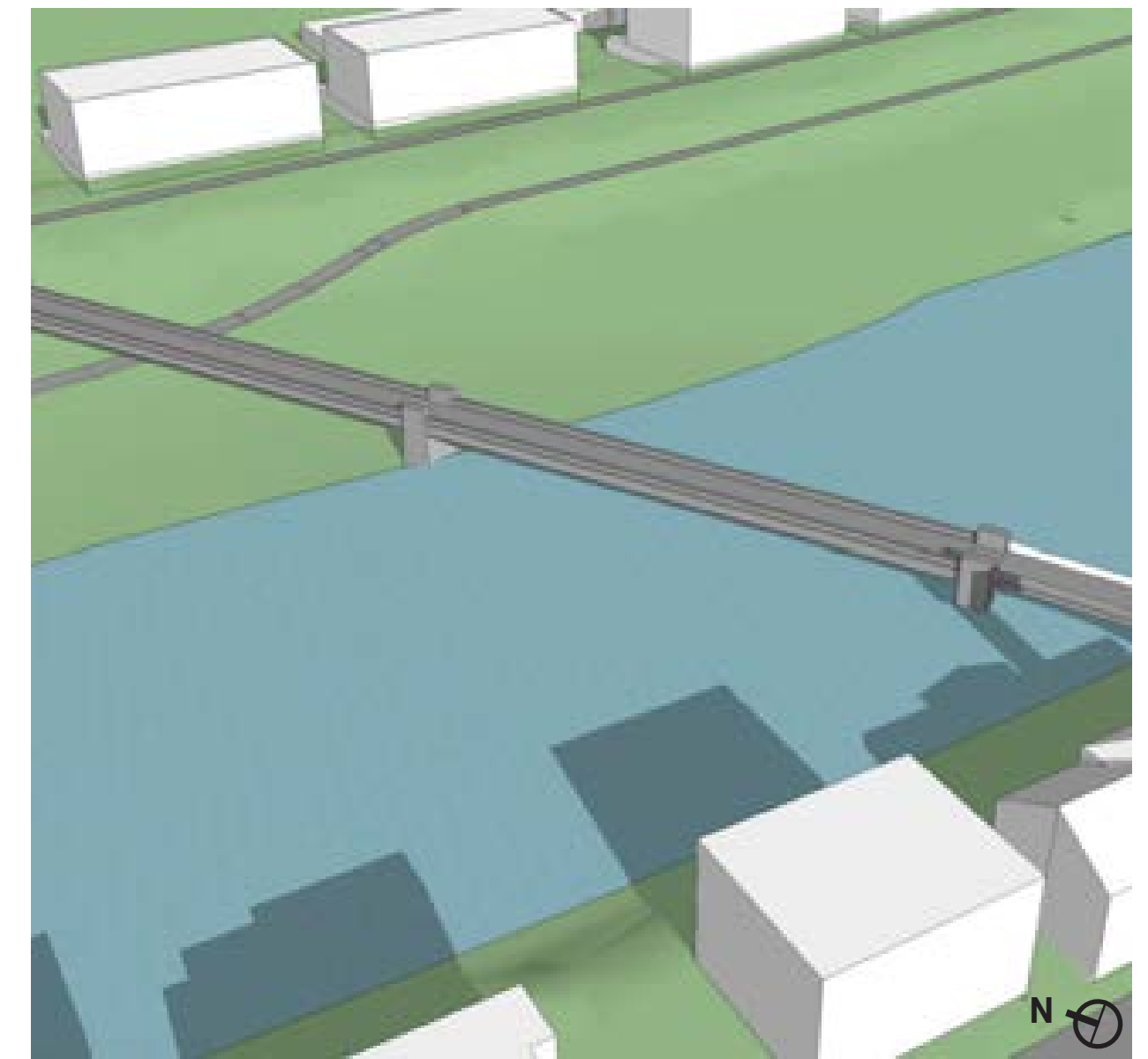
PLUM STREET PEDESTRIAN BRIDGE - CONTINUED



CABLE STAYED BRIDGE OPTION



HAUNCHED GIRDER BRIDGE OPTION



THROUGH GIRDER BRIDGE OPTION

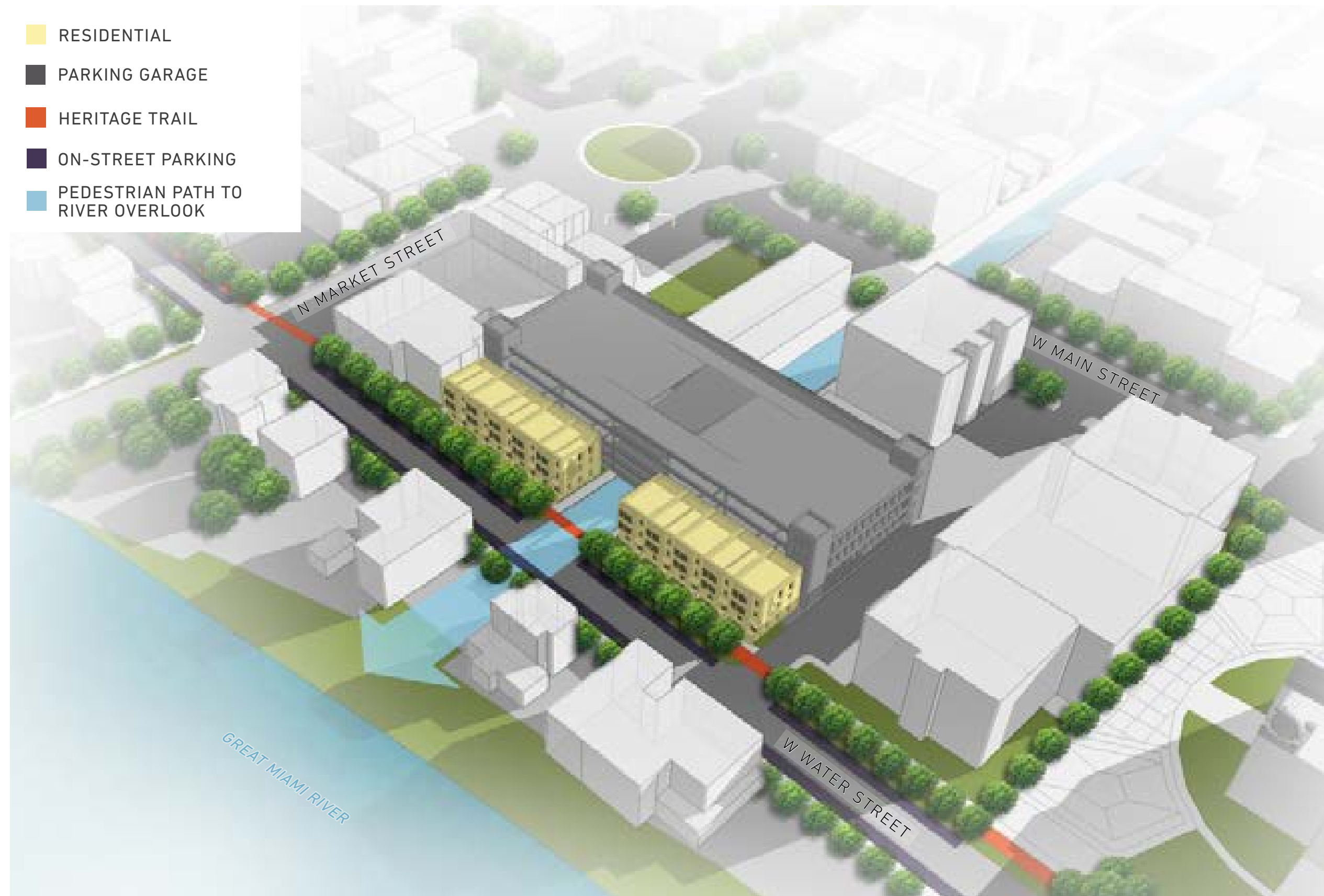
One of the primary goals of this Study was to improve connectivity between the River District, Hobart Arena, and the extensive regional trail network to residents and businesses in Downtown Troy. A new river crossing is necessary to increase connectivity, foster economic development, and create a landmark for the city. The new river crossing could create a park-once opportunity for residents, commuters, and visitors to the numerous destinations in the city.

While other alternatives exist and were evaluated during the preliminary engineering of this project, the new river crossing discussed in this Study best accomplishes each of the stated objectives. The Adams Street bridge includes wide sidewalks and brings the regional recreational trail network to the

city streets. However, the required travel distance from the parking at Hobart Arena to the Downtown destinations is too significant to encourage frequent use. The Market Street bridge currently includes only narrow sidewalks and recently had a new deck installed. The useful life of this structure is estimated at approximately 20 years, limiting the likelihood of additional investment in widening the structure to better accommodate pedestrian and bicycle modes of transportation in the near future. A new river crossing would shorten the distance and provide additional experiential opportunities that will encourage its use and allow the city to best leverage its assets to meet the objectives of this Study.

Three bridge alternatives were developed for evaluation (see Appendix for full evaluation report). The same span arrangement was used for each bridge alternative. Span lengths of 75 feet, 230 feet, 230 feet, and 75 feet create a total length of 610 feet from levee to levee. The span lengths were chosen to simplify the comparison between the alternative bridge types and provide cost-effective options for architectural impact. Shorter end spans reduce costs by using rolled steel beams and shorten the perceived length of the bridge by creating a distinct space separate from the main spans. The longer main spans can then optimize the efficiency of the selected structural options. All three bridge alternatives can be customized with the landscaping and lighting options.

5-10 YEARS | CHERRY STREET DEVELOPMENT



PROPOSED DEVELOPMENT OF CHERRY STREET

Northeast of the Public Square is a large surface parking lot bisected by Cherry Street south of Water Street. In the near term, this lot should be managed as an easy-to-use public parking lot that serves the downtown core workforce and customers in concert with changes made to the on-street parking program as recommended by the separate Downtown Parking Study.

Over time, however, demand for downtown residential and commercial development may necessitate additional parking via a parking structure. This location is the best suited downtown location for such a structure. The Study recommends the eventual redevelopment of these parcels with building frontage

along Water Street and a multi-purpose parking facility in the interior of the block spanning what is now Cherry Street to serve existing needs as well as future demand.

The parking garage should be screened from Water Street, Cherry Street, and the Public Square with habitable space along Water Street and, if not habitable space, architectural screening facing Main Street. Pedestrian rights of ways should be maintained through the development heading north from the current Prouty Plaza and along the current Cherry Street alignment.



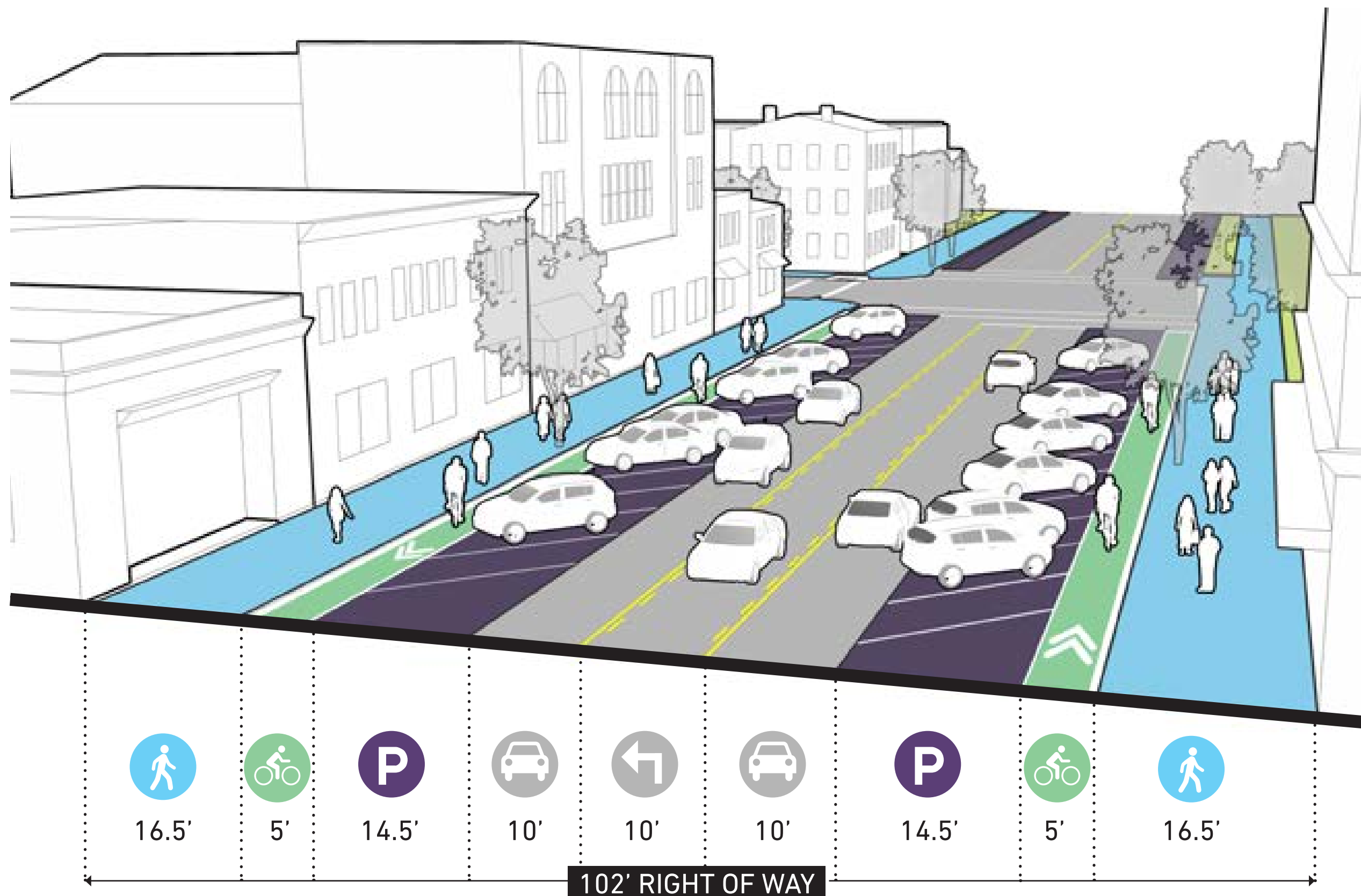
TOWNHOMES EXAMPLE



TOWNHOMES EXAMPLE



5-10 YEARS | STREET MODIFICATIONS



PROPOSED STREET SECTION FOR WEST MAIN STREET

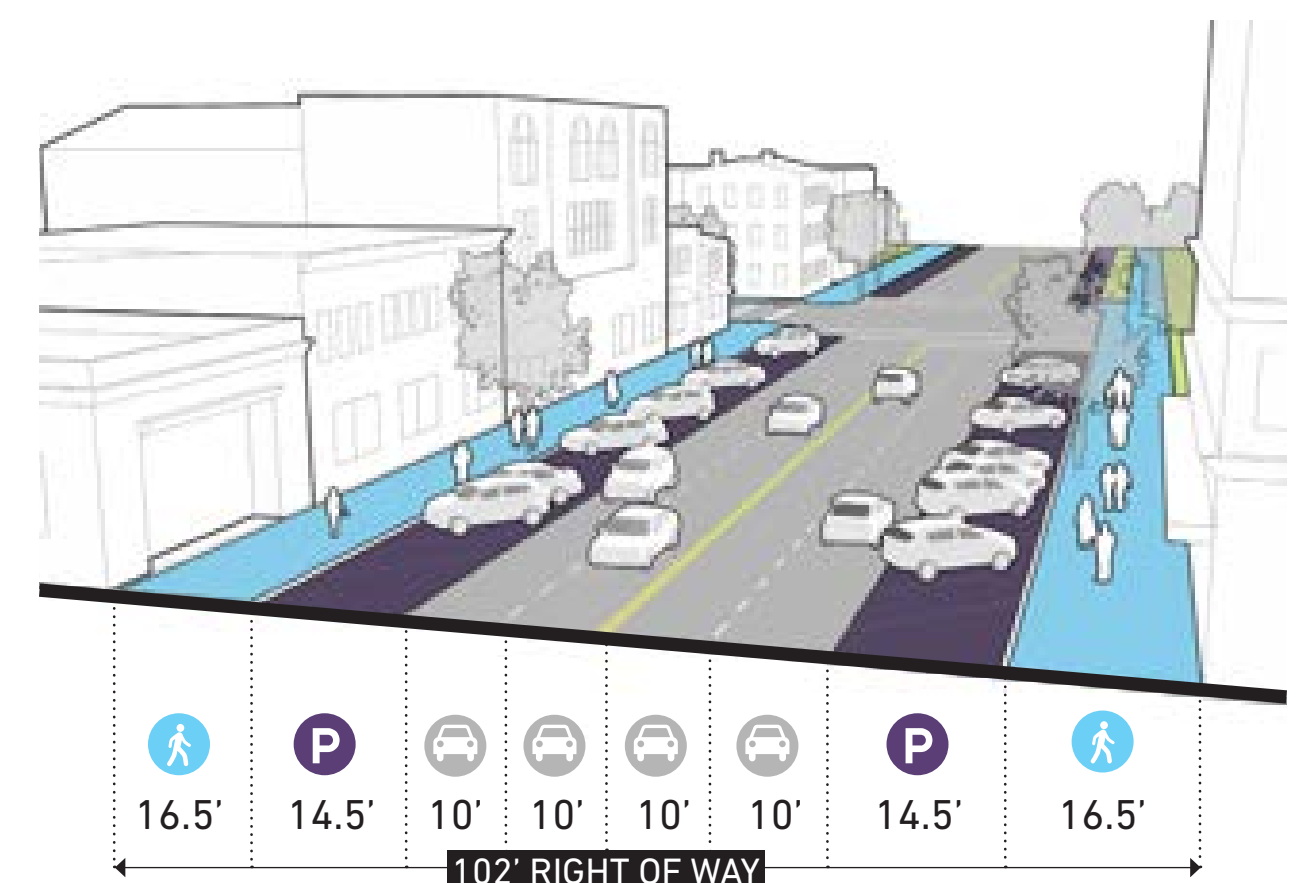
Three of the four streets radiating from Troy's Public Square are four lane streets with diagonal parking. Only East Main Street has been modified to two through lanes with a continuous turning lane.

Outside analysis suggests that the travel demands of the three-lane condition along East Main Street is feasible to repeat on the remaining legs of the intersection. This is preferable for a number of reasons as it slows down traffic and provides for more maneuverability around long vehicles that are parked diagonally. The continuous turn lane also allows turning vehicles to exit the through traffic allowing for easier movement.

This reconfiguring of the 70 feet between the curbs also allows five feet along the curb to be used for a dedicated bike lane that is buffered by the parked cars. This will require some modification of the curb at intersection bump outs but for most of the corridor requires no significant change to the existing curb and drainage.



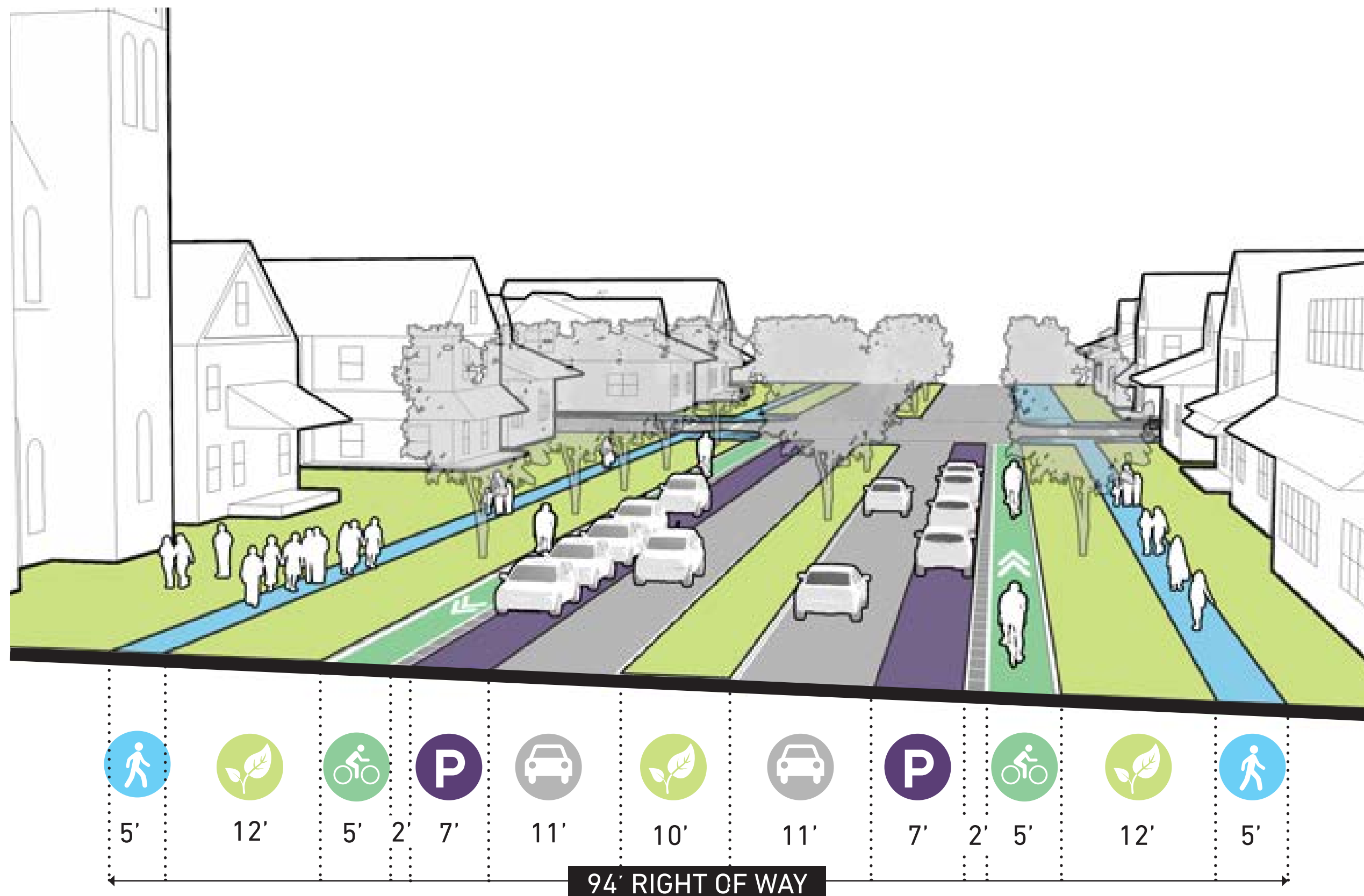
WEST MAIN STREET TODAY



EXISTING STREET SECTION



5-10 YEARS | STREET MODIFICATIONS



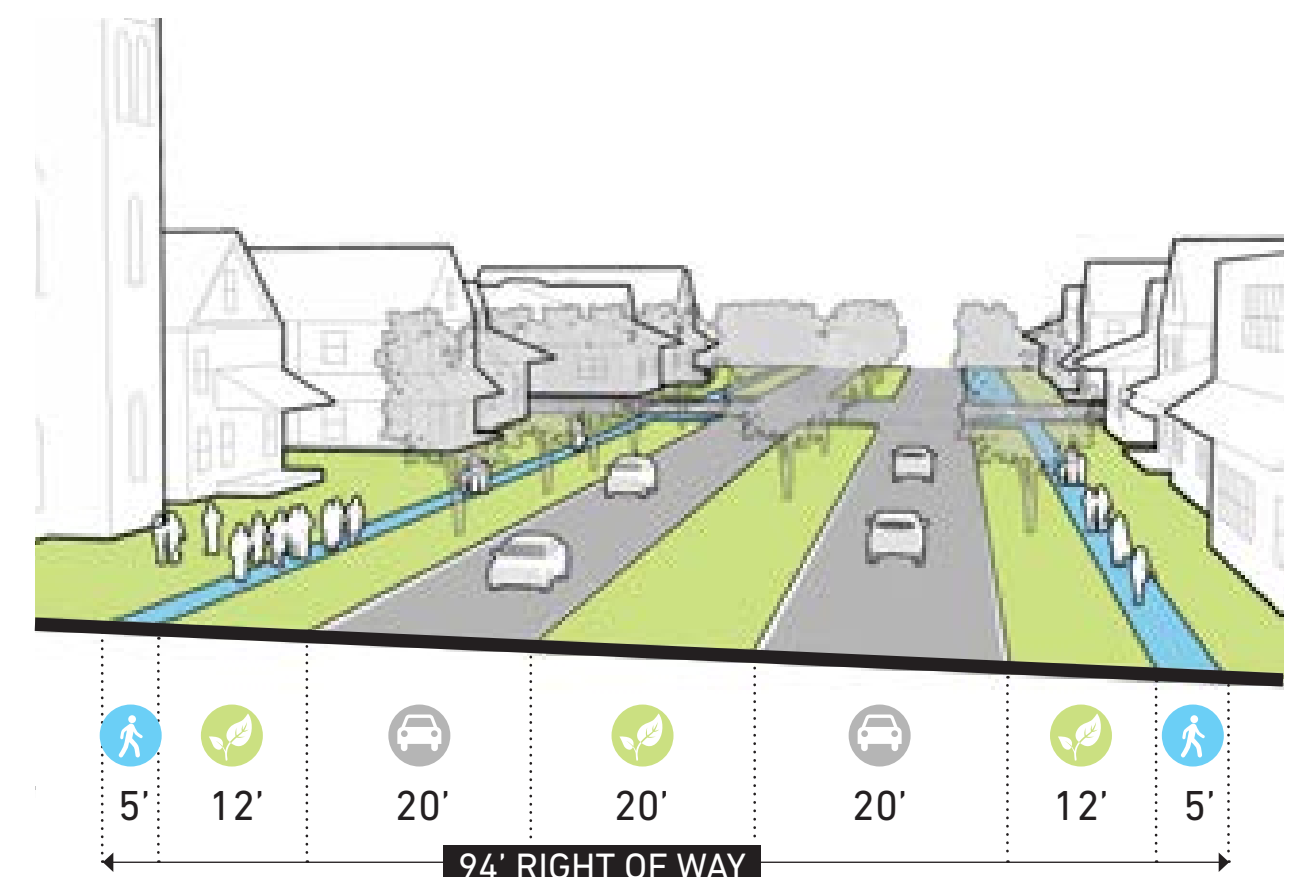
PROPOSED STREET SECTION FOR EAST MAIN STREET

Several blocks of East Main Street feature a boulevard that serves as an elegant entry into town from the east. However, given the way in which this stretch of street is articulated, car travel is encouraged to speed and few provisions are made for well defined parking or bicycle pathways.

A number of modifications to this section of street were explored with the final recommendation being to utilize a portion of the grass boulevard (still maintaining a healthy dimension for tree growth) to make room for dedicated on-street parking and a buffered bike lane outside of the parking. Increased tree planting in both the boulevard and in the planting strip that separates the bike lane from the sidewalk is recommended as well.



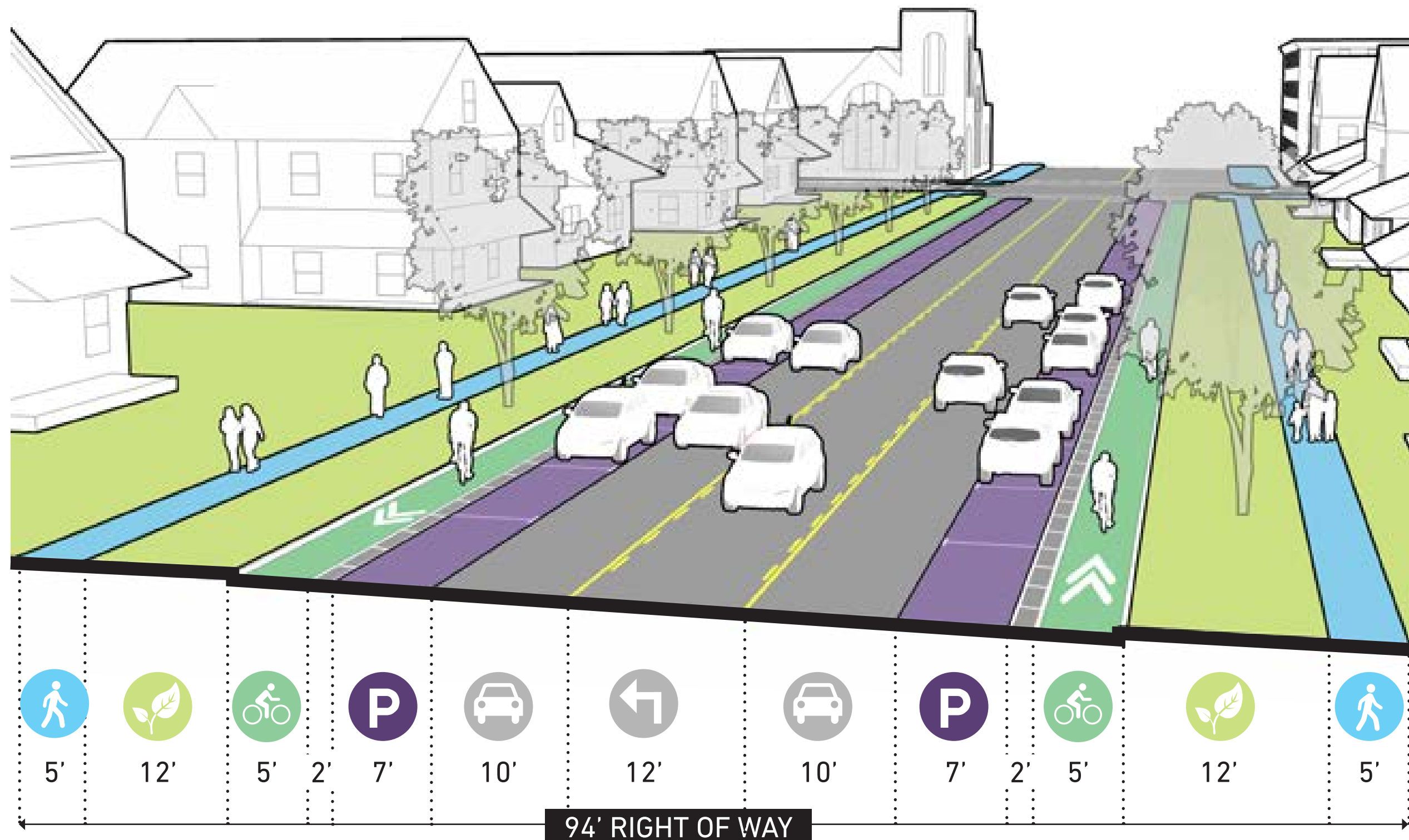
EAST MAIN STREET TODAY



EXISTING STREET SECTION



5-10 YEARS | STREET MODIFICATIONS



PROPOSED STREET SECTION FOR MARKET STREET (SOUTH OF CANAL ST)

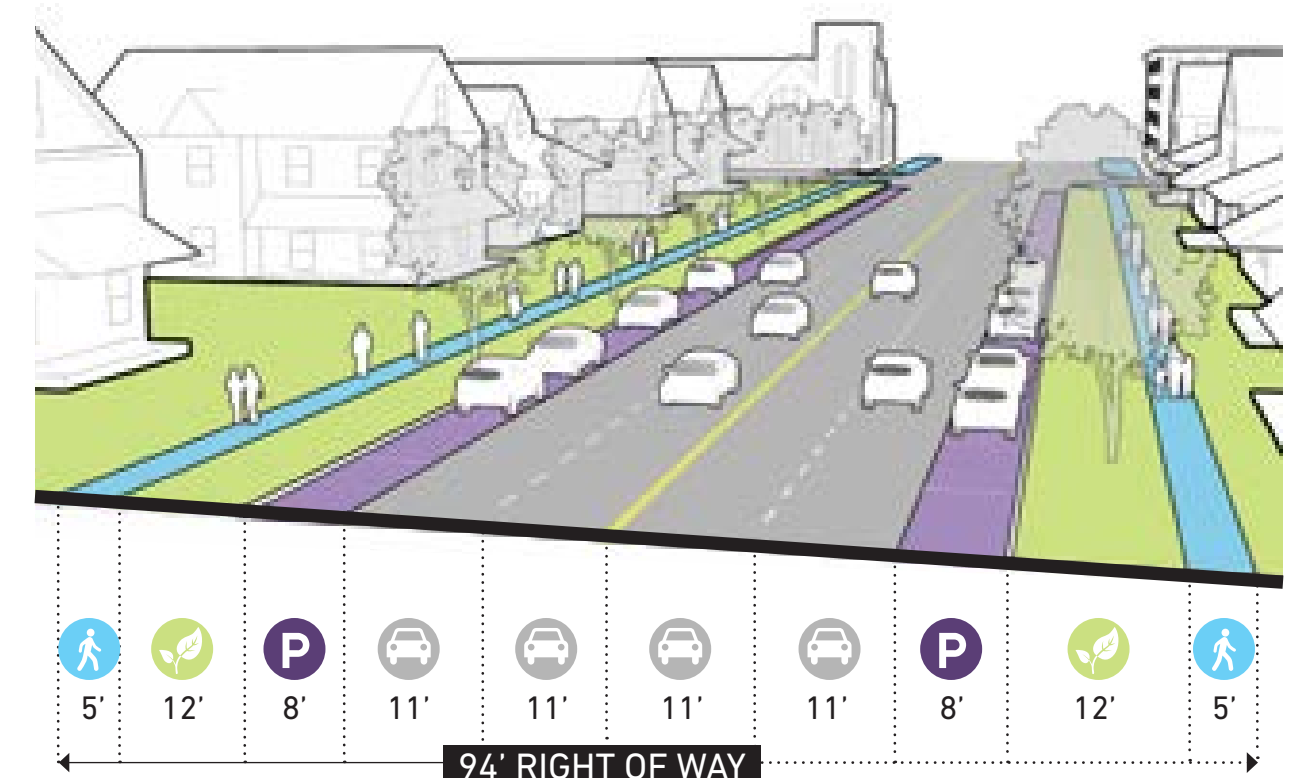
Several stretches of Main and Market Streets feature four fast moving lanes of cars with on-street parking. Desktop analysis suggests that this number of lanes is not warranted in Downtown Troy and is actually working against some of its more critical objectives in terms of safety and economic development.

This street condition, however, is amenable to cost-effective modifications by switching to a three-lane design with on-street parking and buffered bike lanes along the existing curb line. Without any significant alterations to the curb and gutter system,

these modifications will greatly reduce speeding and increase safety of bicyclists and pedestrians. It will also positively affect the visibility and visitability of the retailers and businesses along the corridors as slower speeds and greater pedestrian friendliness have been linked to the increased economic performance of adjacent properties.



MARKET STREET TODAY



EXISTING STREET SECTION



10+ YEARS FUTURE INITIATIVES



Key Policy Initiatives

- ▶▶ Study the possibility of launching a bike share program throughout Downtown and downtown-near neighborhoods.

POTENTIAL DEVELOPMENT SUMMARY

RESIDENTIAL	100+ units
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The scope of this Study is primarily focused on the next ten years. The recommendations through each of those years are designed to build upon one another, each initiative setting the stage for the next. The initiatives range from surgical to the transformational and, in sum, allow Troy to incrementally transition into a more resilient, stronger version of itself.

With these recommendations as a platform, it is possible to identify potential initiatives that are likely to occur over a longer time horizon. The first is the reuse and redevelopment of portions of the Hobart campus along Ridge Avenue. The size of this parcel and its proximity to a vibrant downtown, historic neighborhoods, and state-wide bicycle trails

make it extremely marketable for a mix of uses that could include institutional, corporate and light industrial, and residential uses that complement the neighborhoods around it. Over time, the large site should build a street grid that connects to the streets around it, where possible, and address the trail corridor along the rail line.

The second initiative is the rebuilding of the Public Square to change it from a state highway-scaled, high-speed roundabout to a people-first, dynamic public space at the heart of town.

10+ YEARS | PUBLIC SQUARE



PROPOSED REDESIGN OF PUBLIC SQUARE

The current Public Square suffers from its nearly exclusive automobile orientation. Travel speeds around the circle not only are unsafe, but greatly hamper the visibility of retailers and the ease of parking despite the significant number of parking spaces provided. Upper floor businesses and residences are also encumbered from traffic noise and view.

Outside analysis suggests that traffic volumes and routing of trips no longer warrants this type of configuration and the potential exists to reimagine the square as a prominent civic space where both every day and more grand spectacles can occur. The redesigned square transforms the high-speed movements into a slow circulation near the

storefronts with on-street parking directly in front of the retail frontage. The slower travel speeds in conjunction with the short crossing distances allows for easy passage to the middle of the square where events, markets, outdoor seating, and direct routes from one edge of the square to the other may take place.

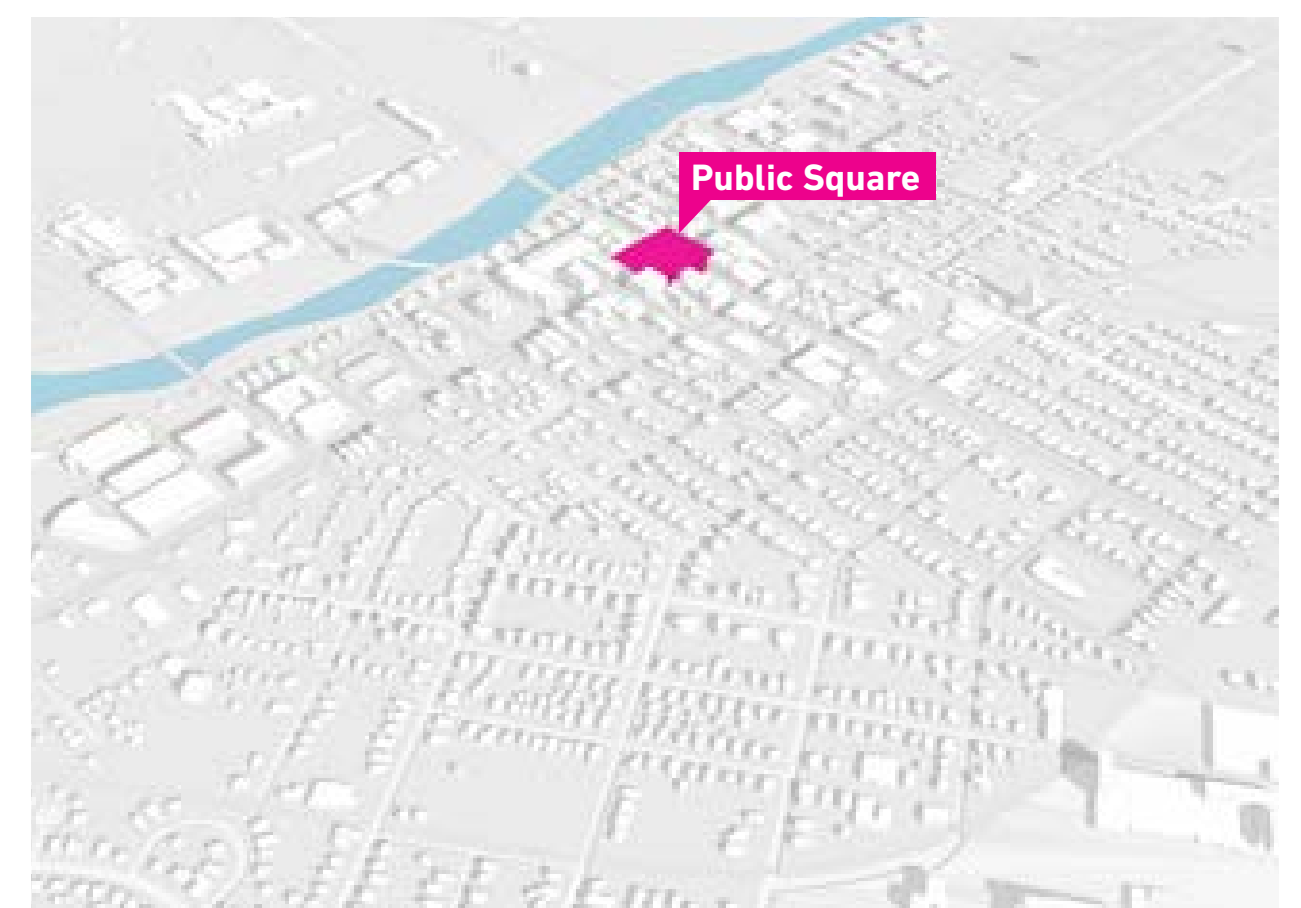
Transforming the square will increase the vitality of the ground floor tenants and accelerate the reinvestment in upper floors. It will widen the range of uses that can be accommodated in the square and increase the number of visitors. It will make pedestrian and bicycle activity through and around the square safer and more enjoyable and improve the safety of automobile traffic around it.



PUBLIC SQUARE TODAY



PUBLIC SQUARE EXAMPLE



PUBLIC SQUARE - CONTINUED

PROJECT FEASIBILITY AND TOOLS

Quality open space with active programming adds real estate value. Public investment in the Public Square can lead to further private investment adjacent and nearby through visual improvement and more regular visitor traffic. With an established identity around the Strawberry Festival, Gentlemen of the Road, and other downtown events, Troy has a strong foundation upon which it can build. This has all been accomplished without a particularly robust pedestrianized public space, leaving plenty of room for improvement. Prouty Plaza already hosts public events on what is merely an empty lot, and supportive infrastructure will allow for greater flexibility, more events, and better services.

The Public Square redesign includes modification of the current traffic circle to a one-lane one-way square-about with public space in the center and parallel parking along the outside of the square. These improvements suggest the re-routing of state routes through the city and offer a transformational change to the square including significant improvements in bicycle and pedestrian accommodations. Public utility infrastructure can accommodate these improvements with relatively minor modifications.

Multi-modal transportation in the Square:

Vehicles - The modification of the intersection control and discouragement of through vehicles at this intersection are accompanied by the recommendation to re-route State Route 41 and State Route 55 through Troy using a routing similar to that is used during the Strawberry Festival.

Curve radii are with mountable curbs established to accommodate standard semi-trucks that may pass through the square on an occasional basis at low speeds. For larger vehicles or the rare occurrence of the need to move large equipment through this intersection, bollards may be removed through the square and accommodate these vehicles around the center fountain. A redesign and/or relocation of the fountain would further ease these types of rare movements.

The accompanying street modifications recommended in years 5-10 are necessary to safely reduce the number of lanes to one entering and exiting the square from each direction and providing indication of the one-way operation of the square. The reduction of travel lane widths may allow for dedicated bike lanes on these approaches and/or additional sidewalk and public space in front of buildings.

Alternative pavement textures, such as bricks or cobblestones, will encourage lower vehicular speeds but should be pursued with the bicyclist and pedestrian experience in mind. Consider maintaining asphalt travel lanes while enhancing distinction of parking and sidewalk areas through these pavement textures.

During the planning of implementation of the square, collect feedback from the emergency service providers and first responders in the city. The proximity of the police station and hospital may indicate that this intersection will be more frequently traveled at higher speeds than other streets in the city. These improvements will encourage these emergency vehicles to use other routes.

Cyclists - The reduction of the operating speeds and use of one lane, one-way traffic enables cyclists to occupy the lane of travel. This will significantly improve the level of service for this mode of transportation provided a smooth pavement surface is maintained for the lane of travel.

Pedestrians - Pedestrian level of service is also significantly increased through these improvements. The reduced crossing widths and reduced travel speeds make the square a very pedestrian-friendly environment. Four additional points of conflict for pedestrians and vehicles are introduced as the crosswalks from the approach streets, parking areas and businesses enter the center of the square. For safety considerations, these crosswalks should be located on the left side of each of the entering approaches to place pedestrians in view of vehicles entering and exiting the square and to reduce the

INFILL DEVELOPMENT TOOLS:

- » Special Improvement District
- » Tax Increment Finance (TIF)
- » Downtown Redevelopment District (DRD)
- » Community Development Block Grant
- » Consortium for Ongoing Reinvestment Efforts
- » Troy Small Business Development Revolving Loan Fund

See Appendix for details on these tools.

number of vehicles with which the pedestrian movements conflict; however, pedestrian free flow should not be restricted.

Public Utility Infrastructure:

- » **Water** - The square is bisected by a 12" water main along the south curb line of Main Street and in North Market Street a 12" main south of the intersection and a 10" water main north of the intersection. These mains provide ample capacity for additional services to provide access to vendors or other sites to be established in the center of the square.
- » **Sanitary Sewer** - The square is bounded by sanitary sewer lines that vary in size from 8" to 10" and are approximately 10' deep. These mains provide opportunity for additional connections if needed from the locations in the center of the square.
- » **Storm Sewer** - The existing square drains from the center to the outside edges. This grading configuration simplifies much of the conversion of the pavement because significant grade changes are not anticipated. While the square-about concept is likely to marginally increase the amount of impervious area, we anticipate that the existing storm sewer system will have capacity to accept additional runoff and will not need significant modifications for these improvements.

10+ YEARS | COMPLETE BICYCLE NETWORK



Downtown Troy sits along one of the nation's most robust bicycle trail networks in the Great Miami Recreational Trail, yet it has very few direct connections from its downtown. While many of the streets are suitable for advanced or moderate riders, no dedicated bicycle infrastructure exists to connect riders of all abilities to and through Downtown from the surrounding neighborhoods. Letting this world-class trail system bypass Downtown without linking to an interconnected downtown trail system misses an enormous opportunity to capture the trail tourism and connect residents, commuters, and enthusiasts to an active and healthy way to get around town or the region. In addition, access to trails is quickly rising to the top of developers' site selection criteria.

Fortunately, Troy is able to incorporate this infrastructure into its existing street network without compromising existing traffic or parking capacity, nor is it necessary in most instances to change the curb and gutter of the streets, which avoids significant costs. Instead, the Study recognizes, as demonstrated in the Study's street initiatives, how to incrementally build out a dedicated and interconnected bicycle trail network utilizing the existing space between the curbs. The system will simultaneously make it safer to drive through town for drivers and, by slowing traffic down, will make it safer for bicyclists of all abilities and pedestrians of all ages to easily walk around Downtown as well as to and from the surrounding neighborhoods.



EXISTING BICYCLE NETWORK



TEMPORARY BICYCLE NETWORK

Studies have also shown a strong correlation between these types of street modifications and the economic performance of retail, commercial operations, and residential development.

Over time, the Study recommends building out this network to connect the Great Miami Recreational Trail through Downtown rather than simply around it. It recognizes the opportunity to develop a rails-to-trail or rail-and-trail network along the southern limits of Downtown to provide an alternative riding experience tied into the neighborhoods. To expand use of the system, a Troy-scaled bikeshare program is possible and recommended for further investigation.



A APPENDIX

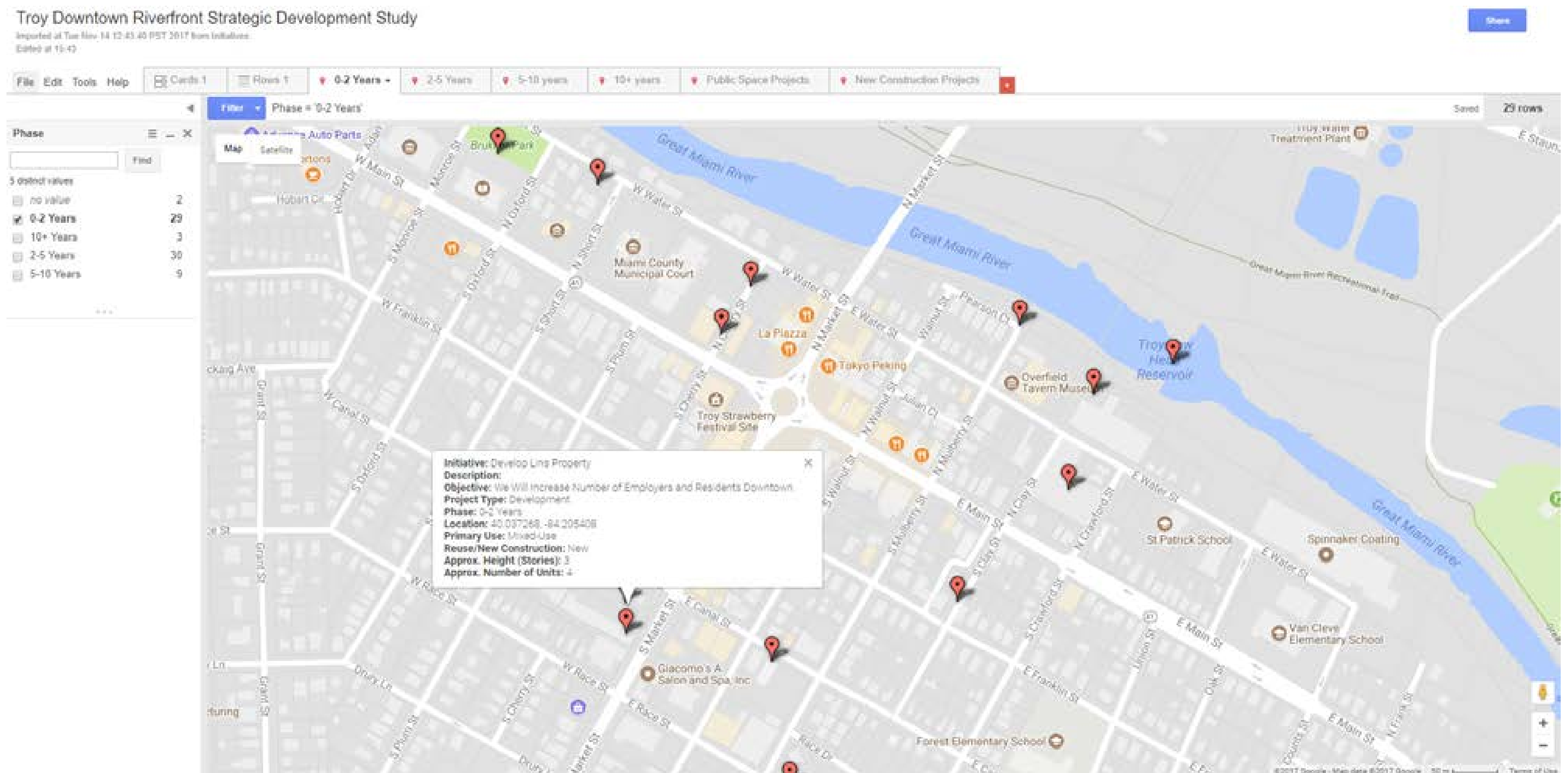
WORK PLAN

This Study includes a “Live” Work Plan that chronicles each of the development, infrastructure, policy, and programming initiatives in a filter-able online matrix and map. This tool serves to facilitate the implementation of the initiatives through the active tracking of the study’s initiatives. Additionally, this tool provides flexibility for new projects to emerge or for any changes that may arise to certain initiatives.

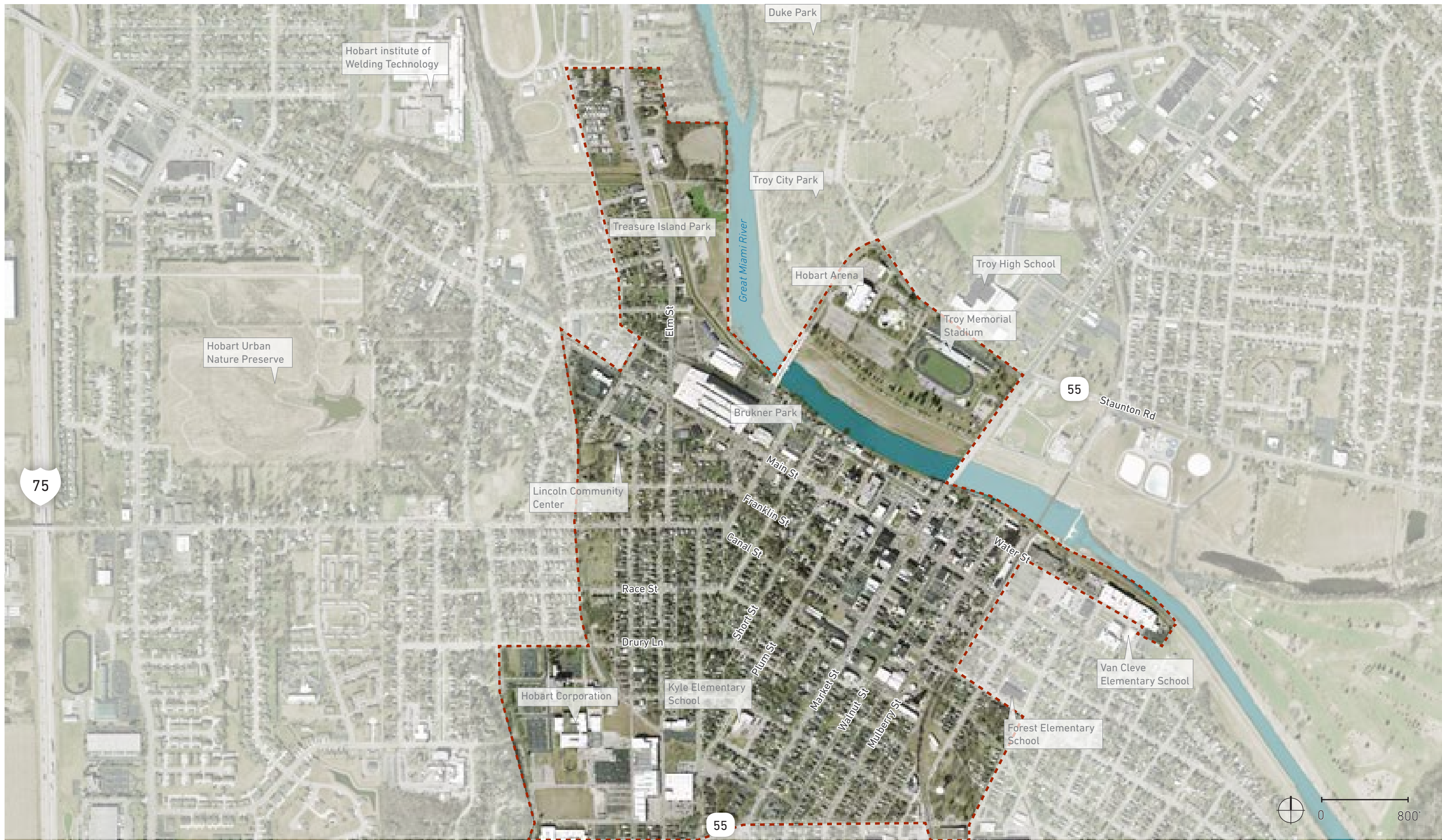
The tool operates online through a Fusion Table platform. This one working file is comprised of three parts:

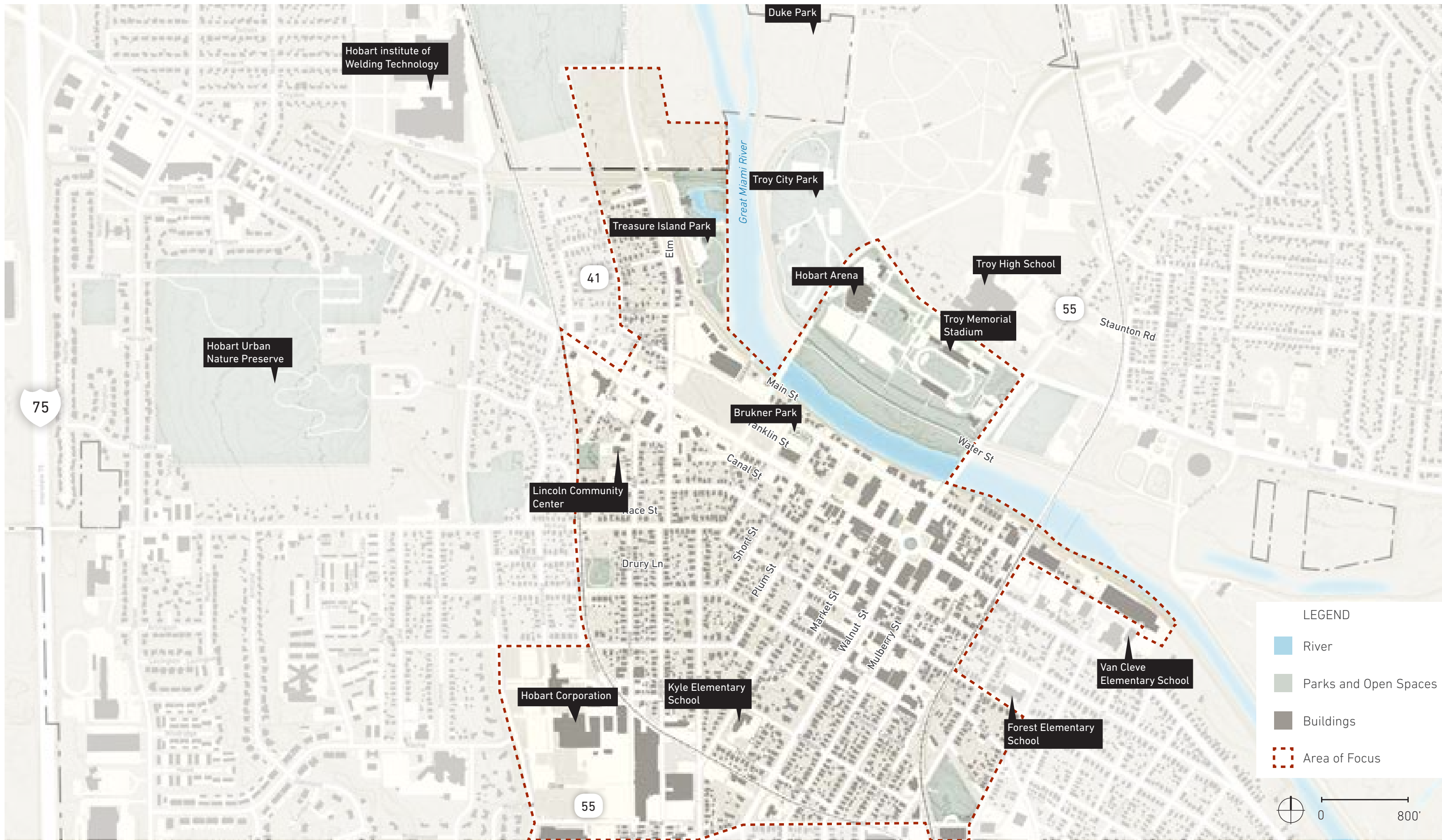
- » Editable Spreadsheet (Google Sheets)
- » A Fusion Table Database that references the spreadsheet
- » A Map that displays and can filter the initiatives by year or by type of initiative.

THE LINK TO THE LIVE WORK PLAN IS HERE.





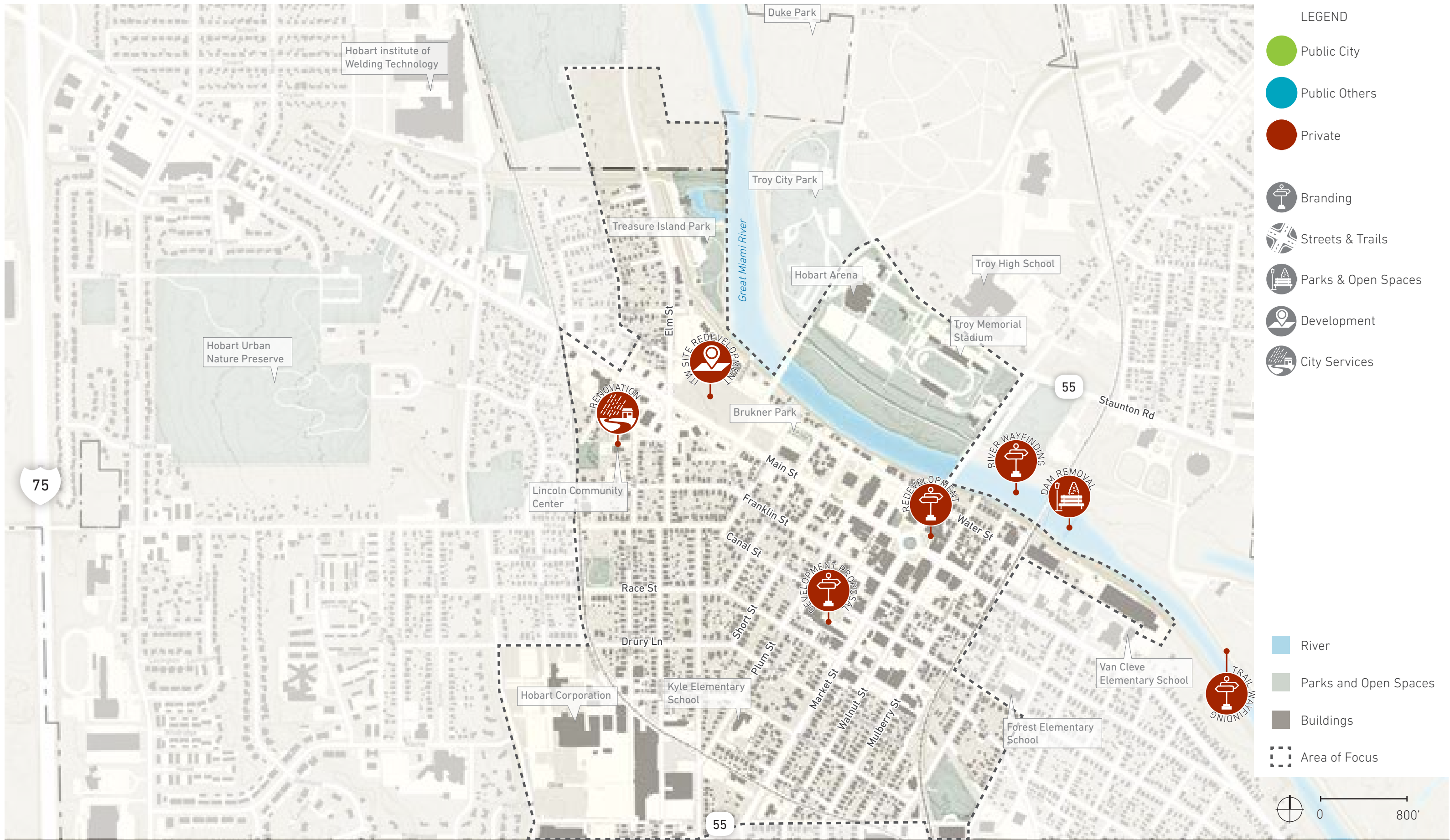




Basemap of Existing Conditions

Downtown Reinvestment Plan | Troy, OH

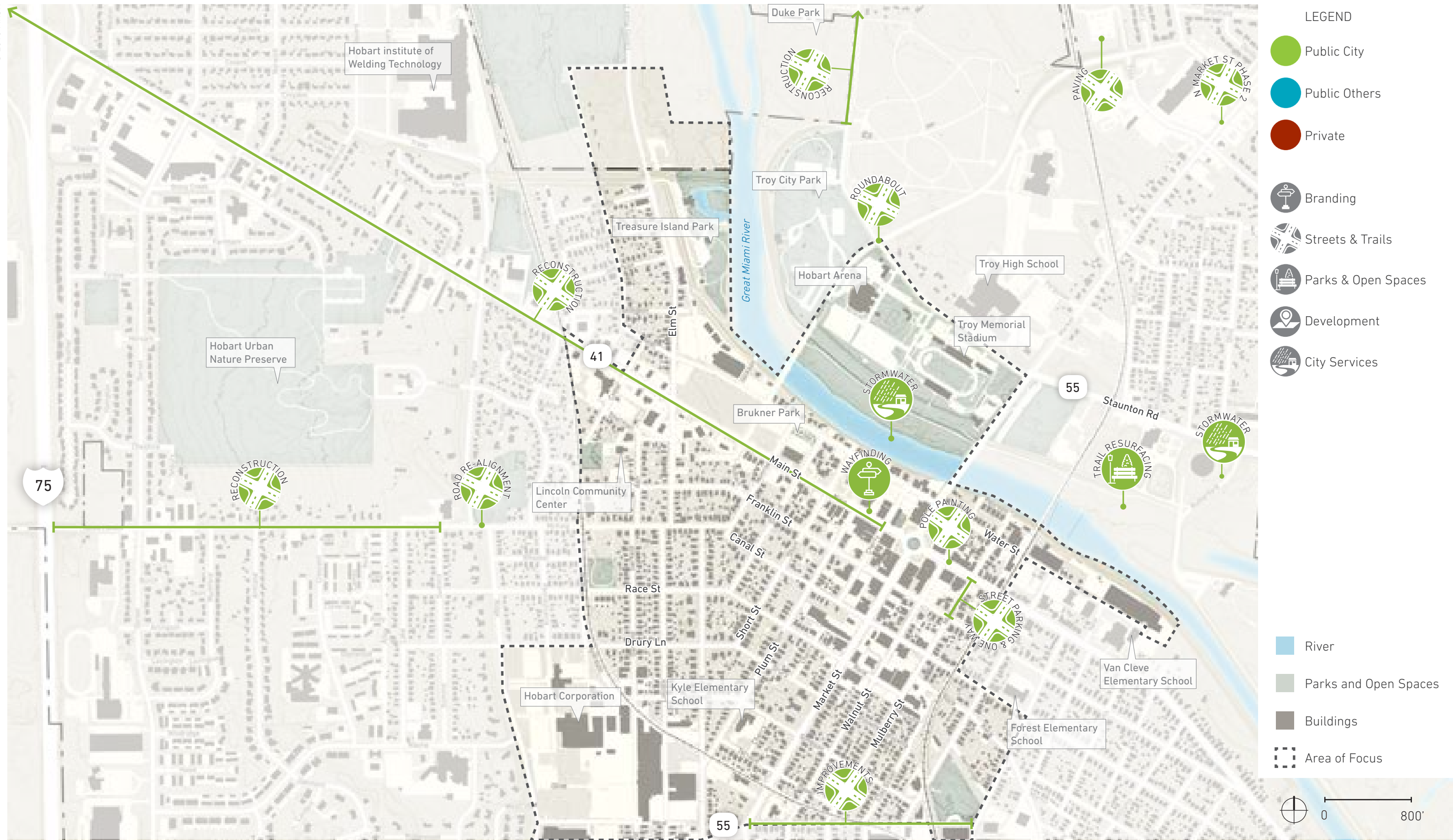
February 24, 2017

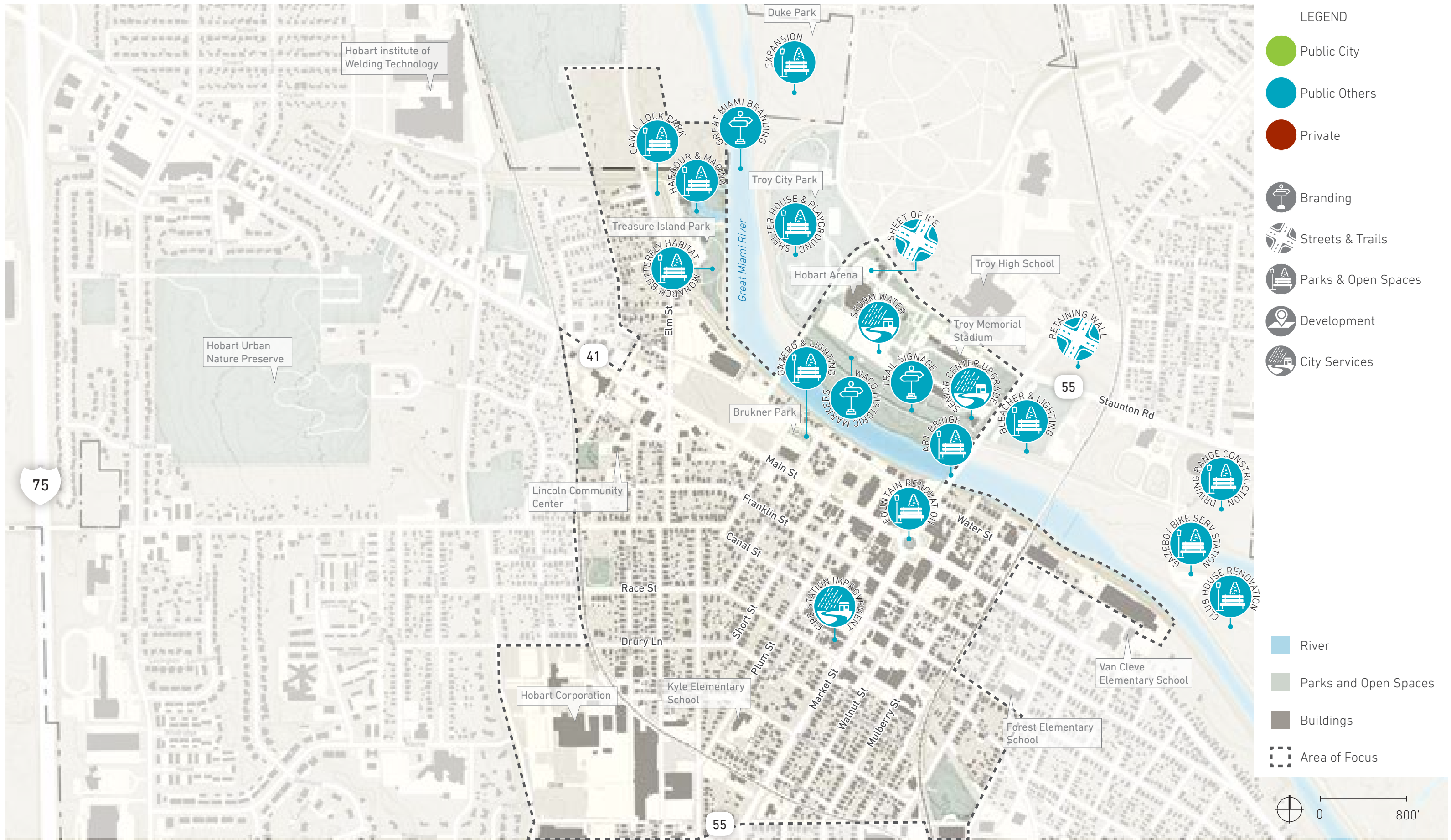


Capital Plan: Private Initiatives

Downtown Reinvestment Plan | Troy, OH

February 24, 2017

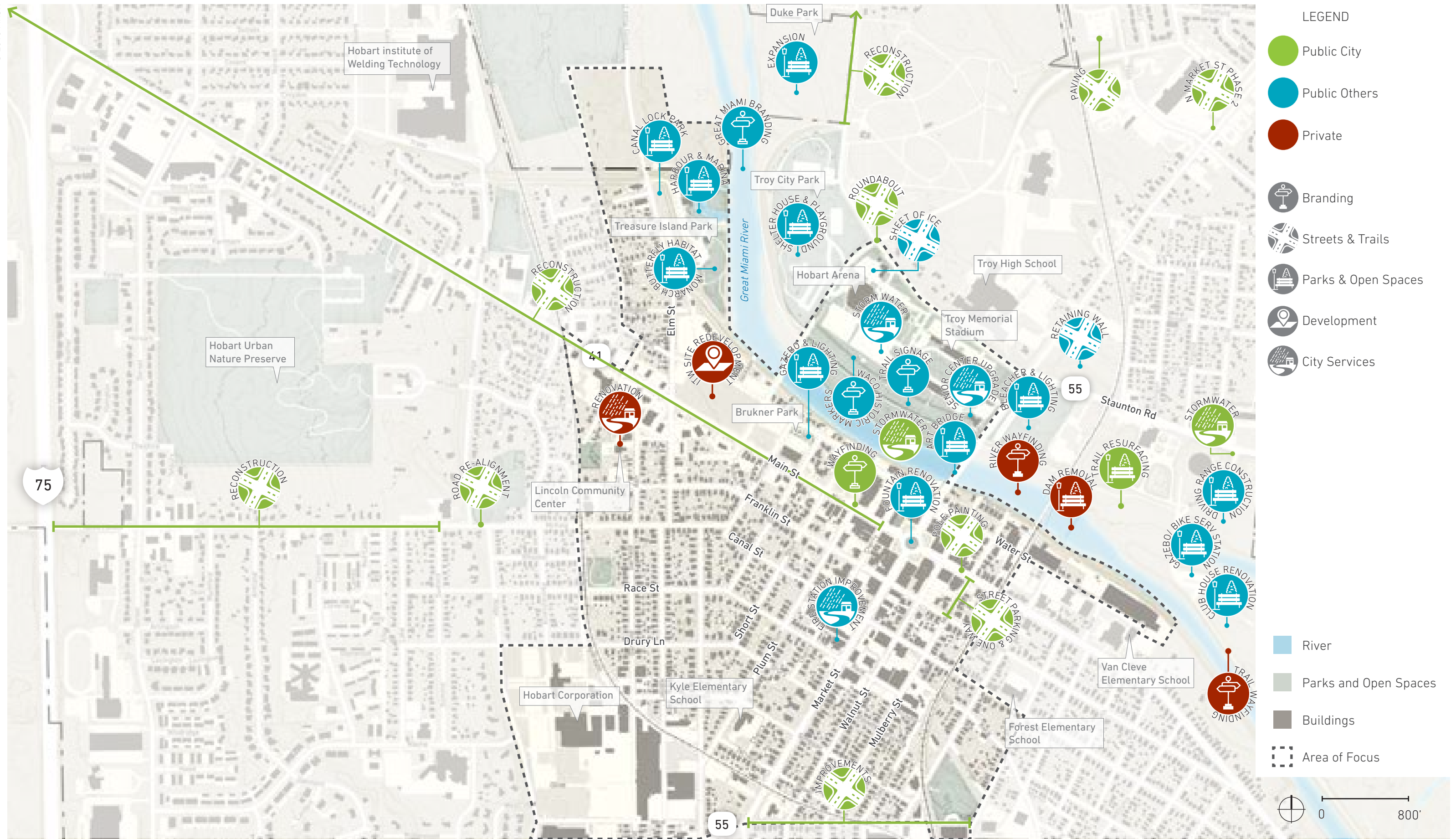




Capital Plan: Other Public Initiatives

Downtown Reinvestment Plan | Troy, OH

February 24, 2017

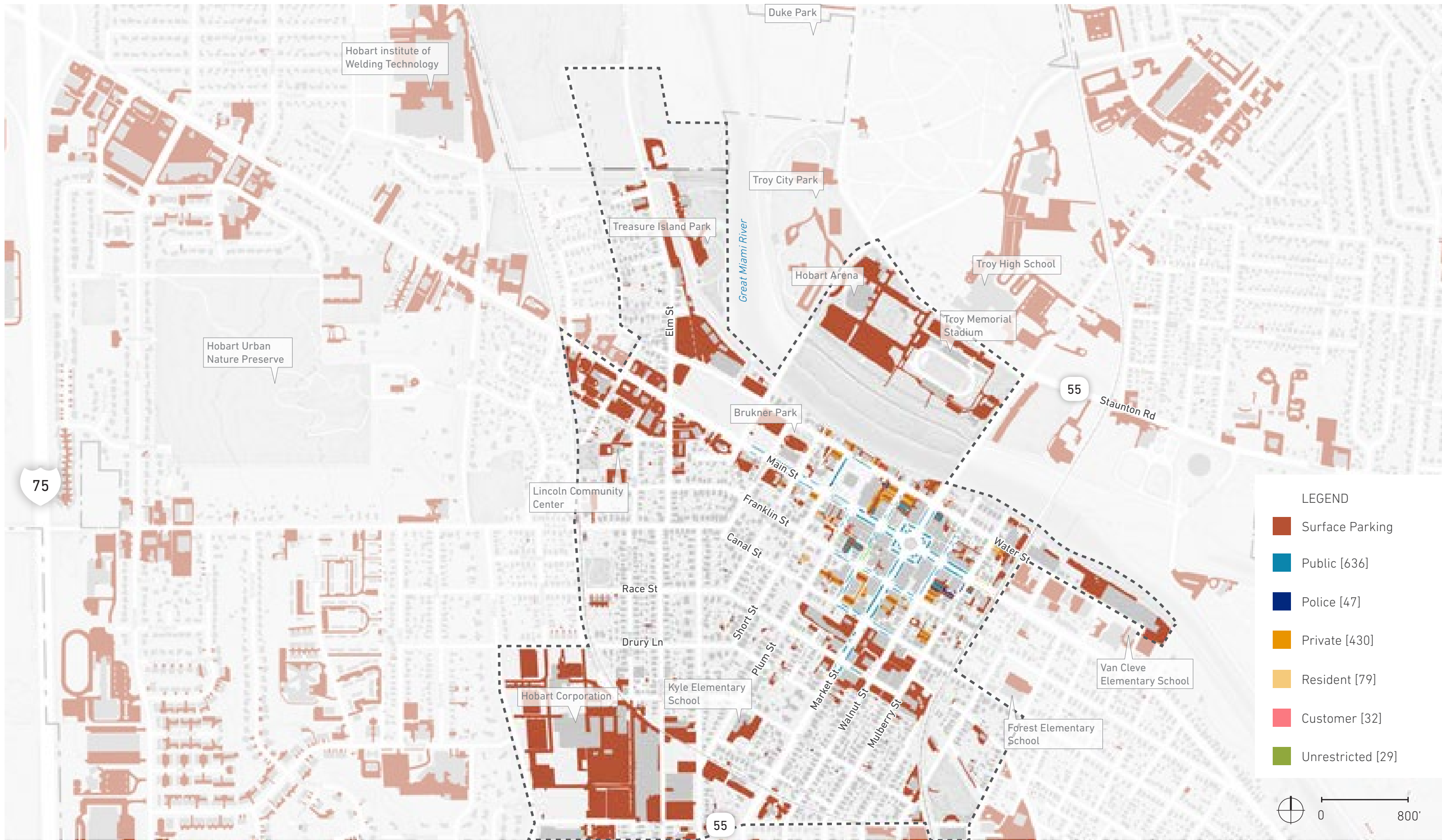




Parking Diagram

Downtown Reinvestment Plan | Troy, OH

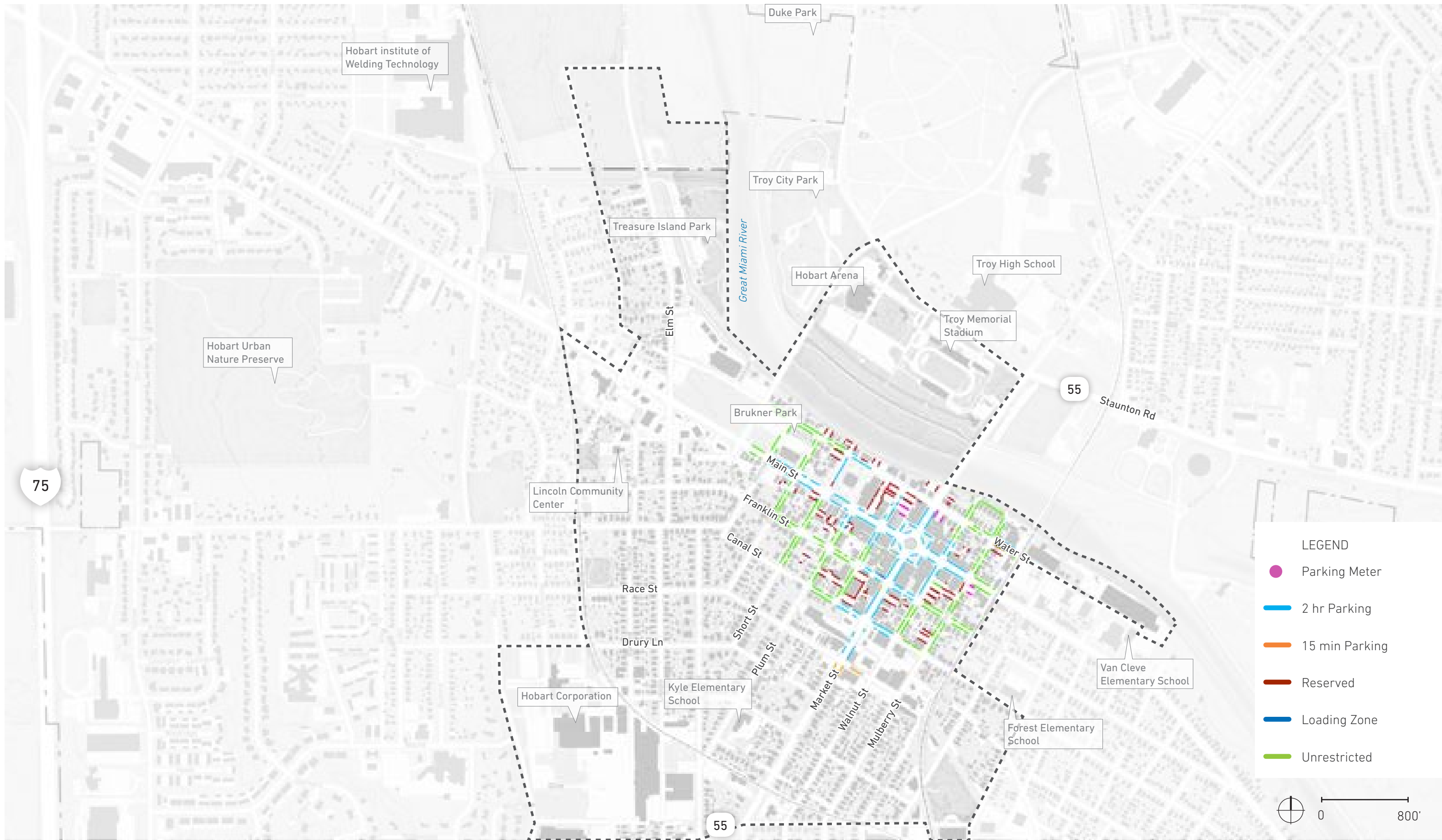
February 24, 2017



Downtown Parking Spaces

Downtown Reinvestment Plan | Troy, OH

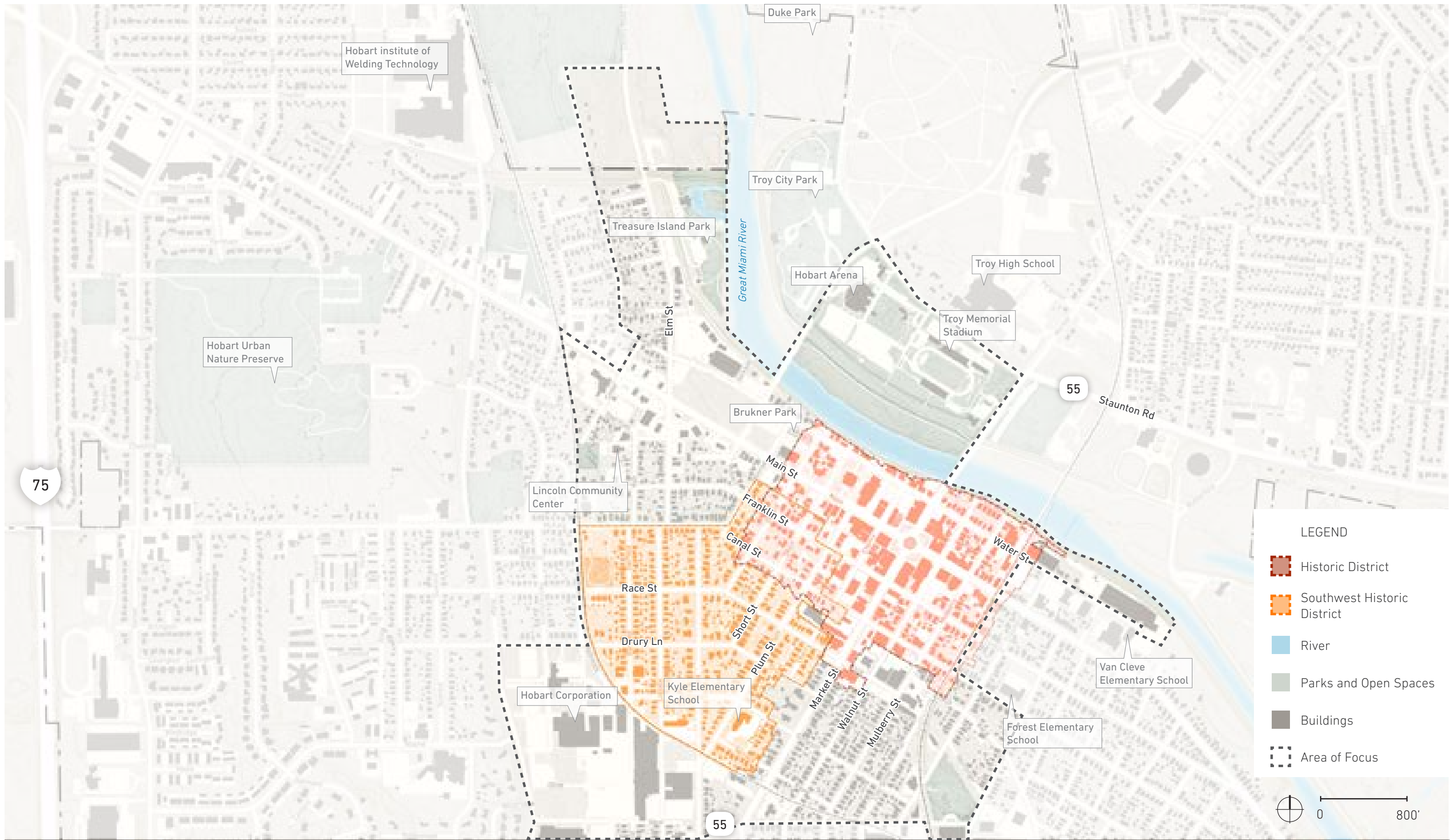
February 24, 2017



Downtown Parking Restrictions

Downtown Reinvestment Plan | Troy, OH

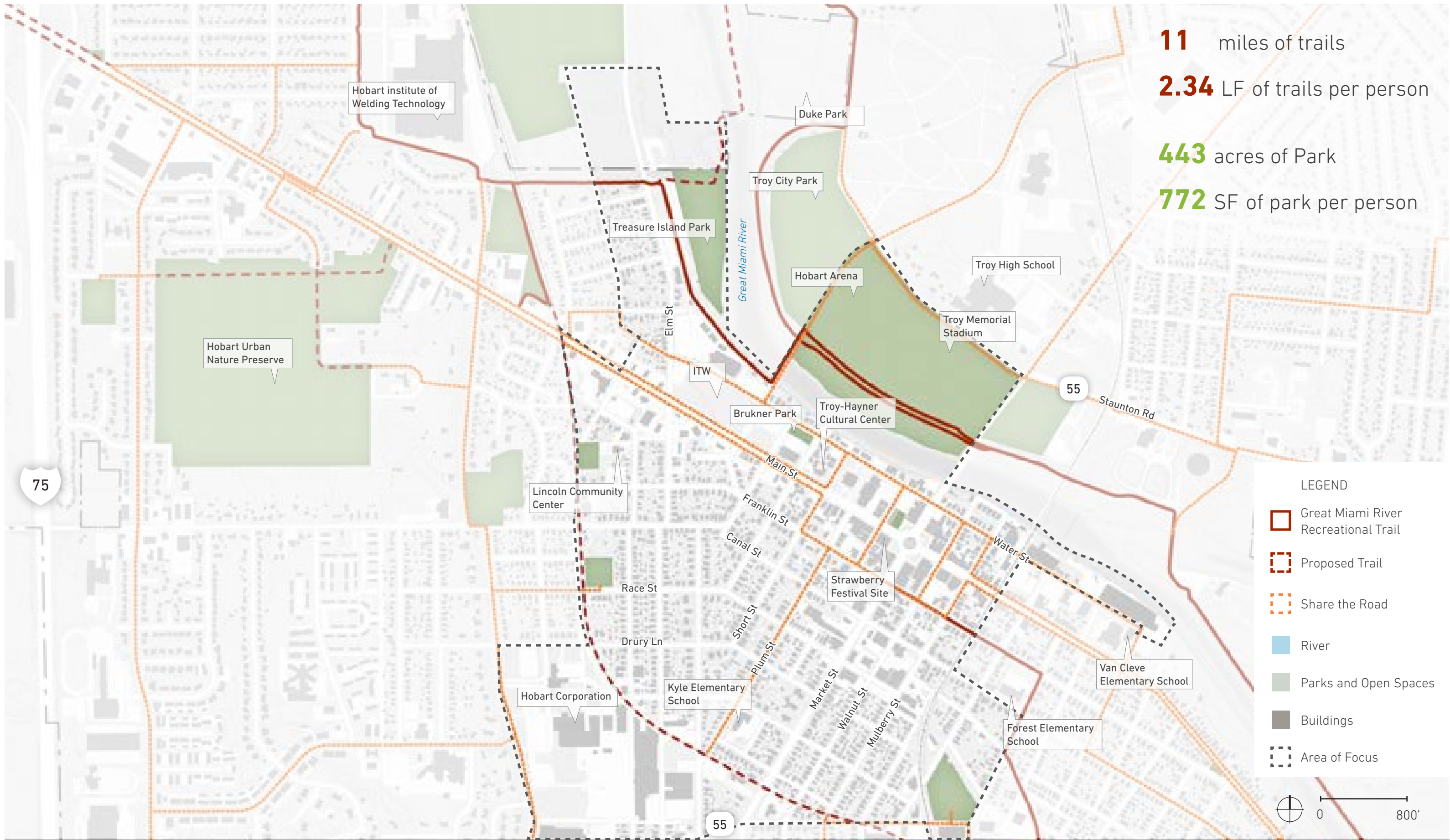
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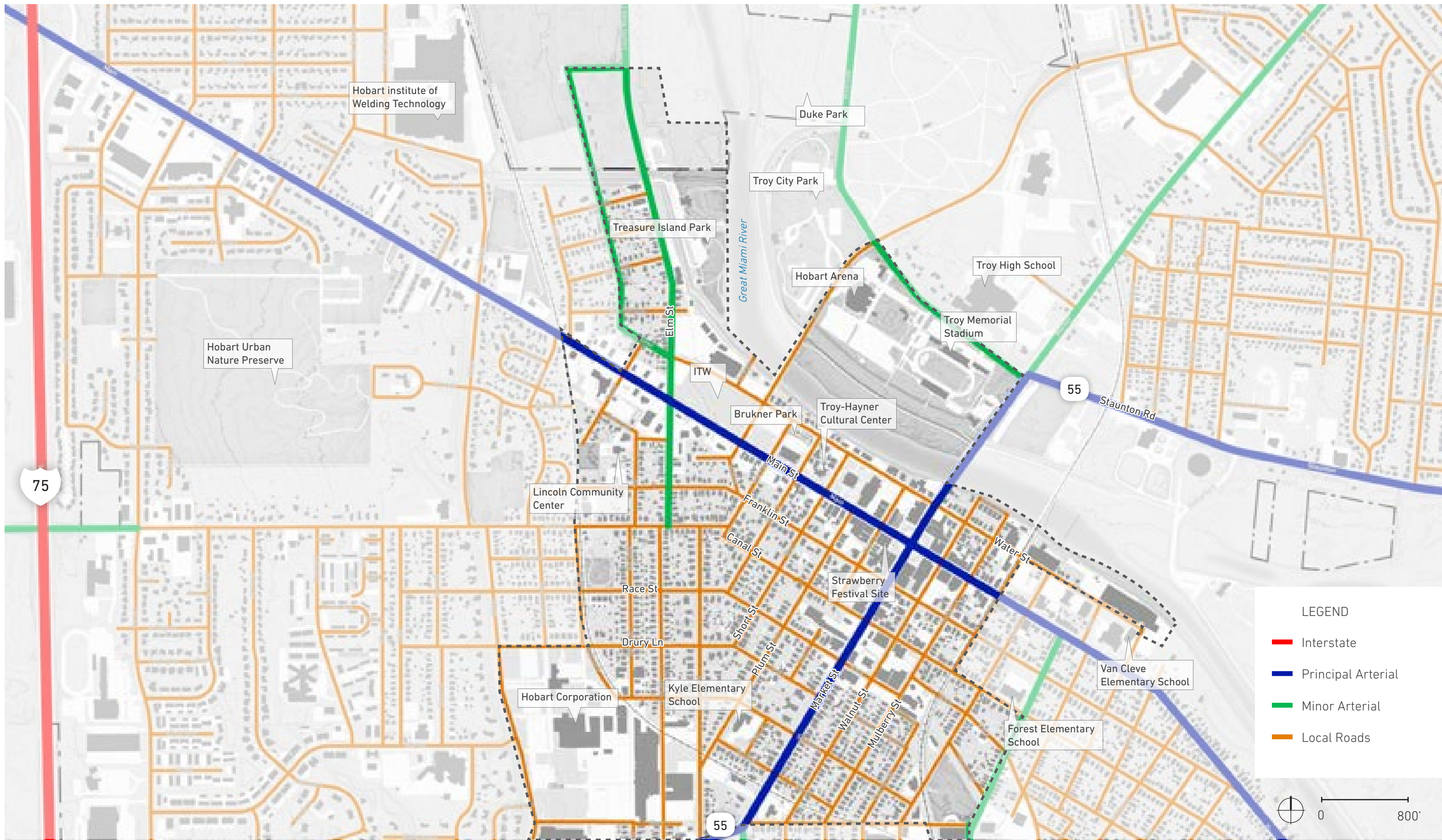


Historic Diagram

Downtown Reinvestment Plan | Troy, OH

February 24, 2017

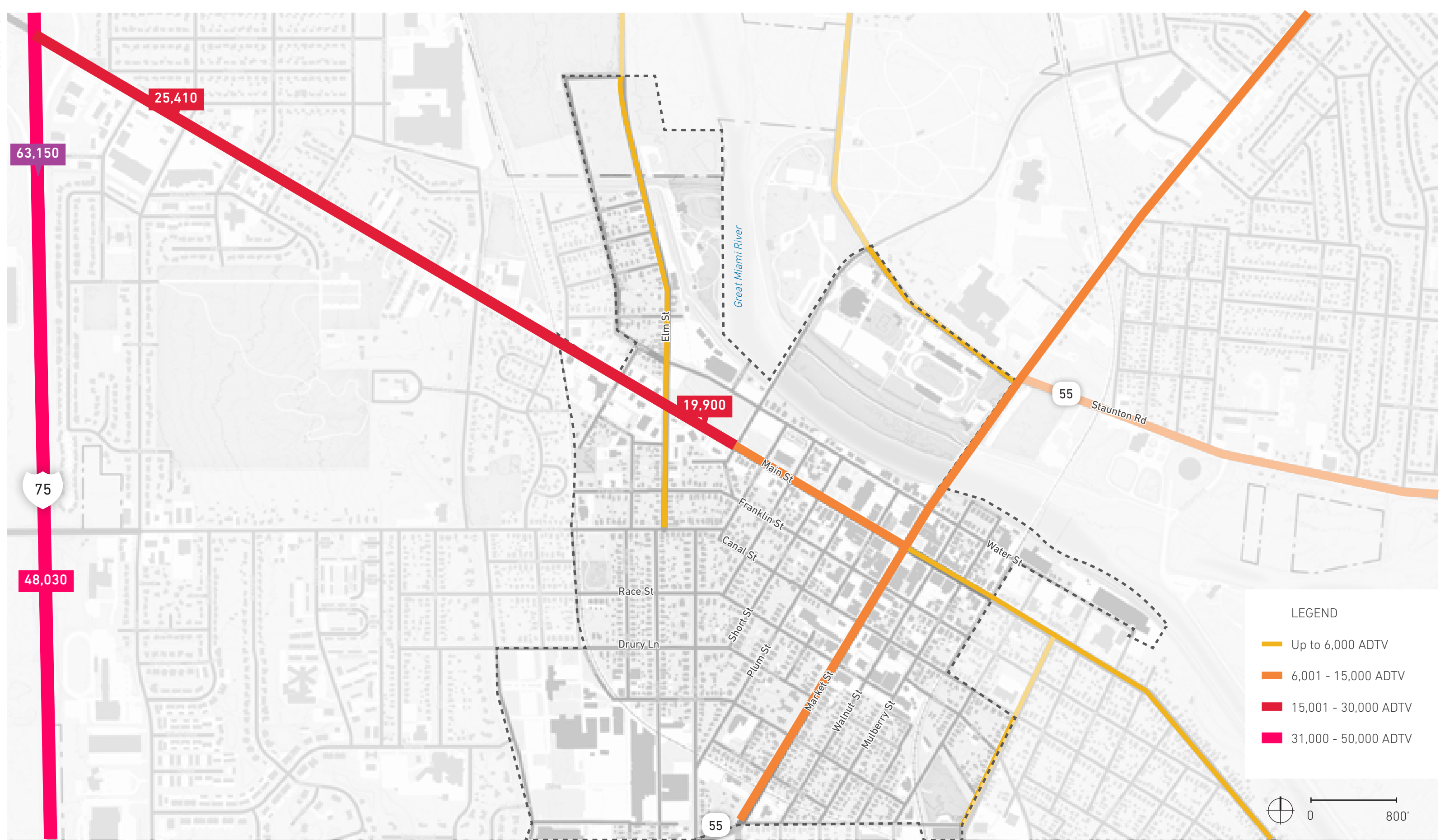


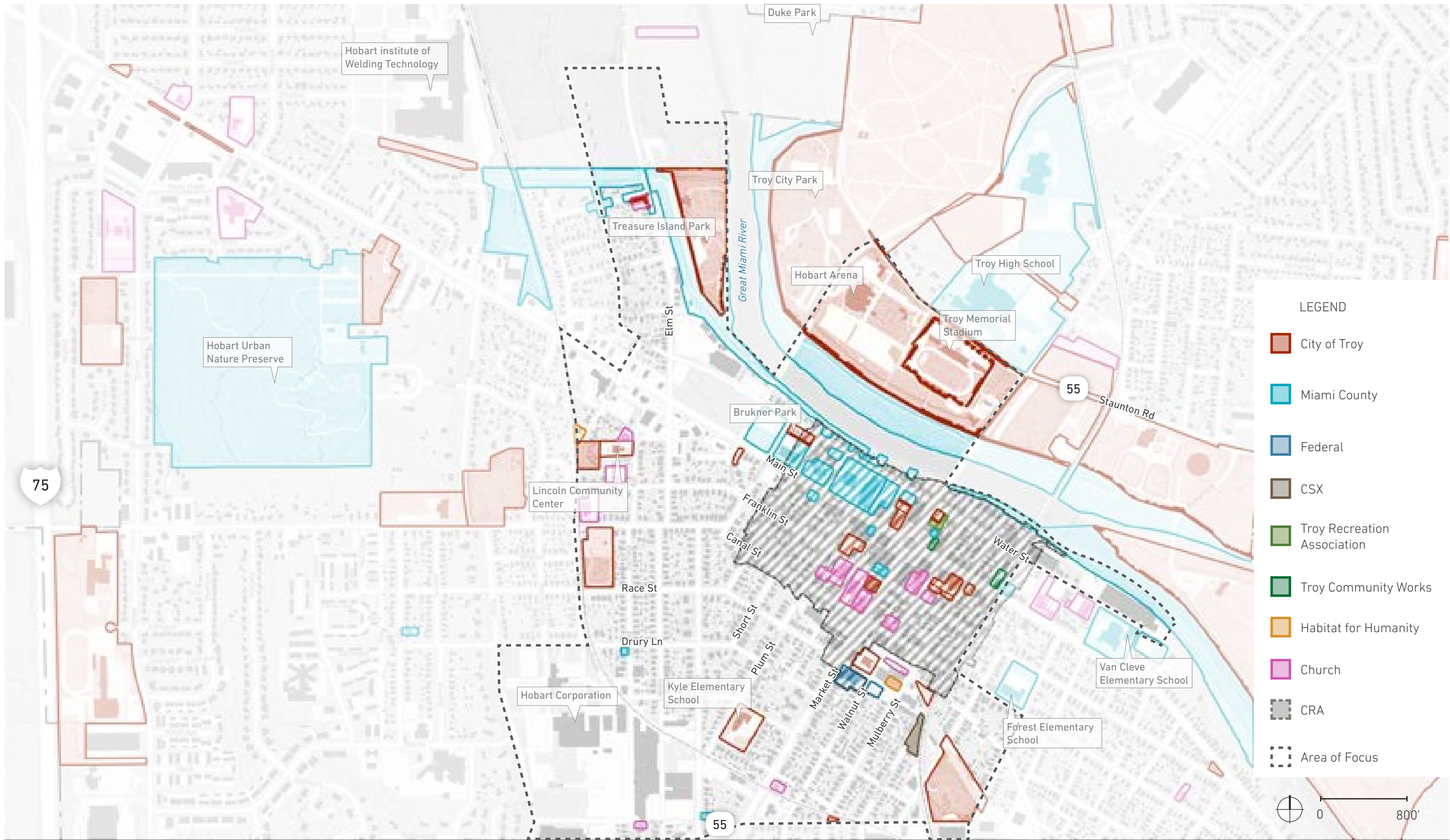


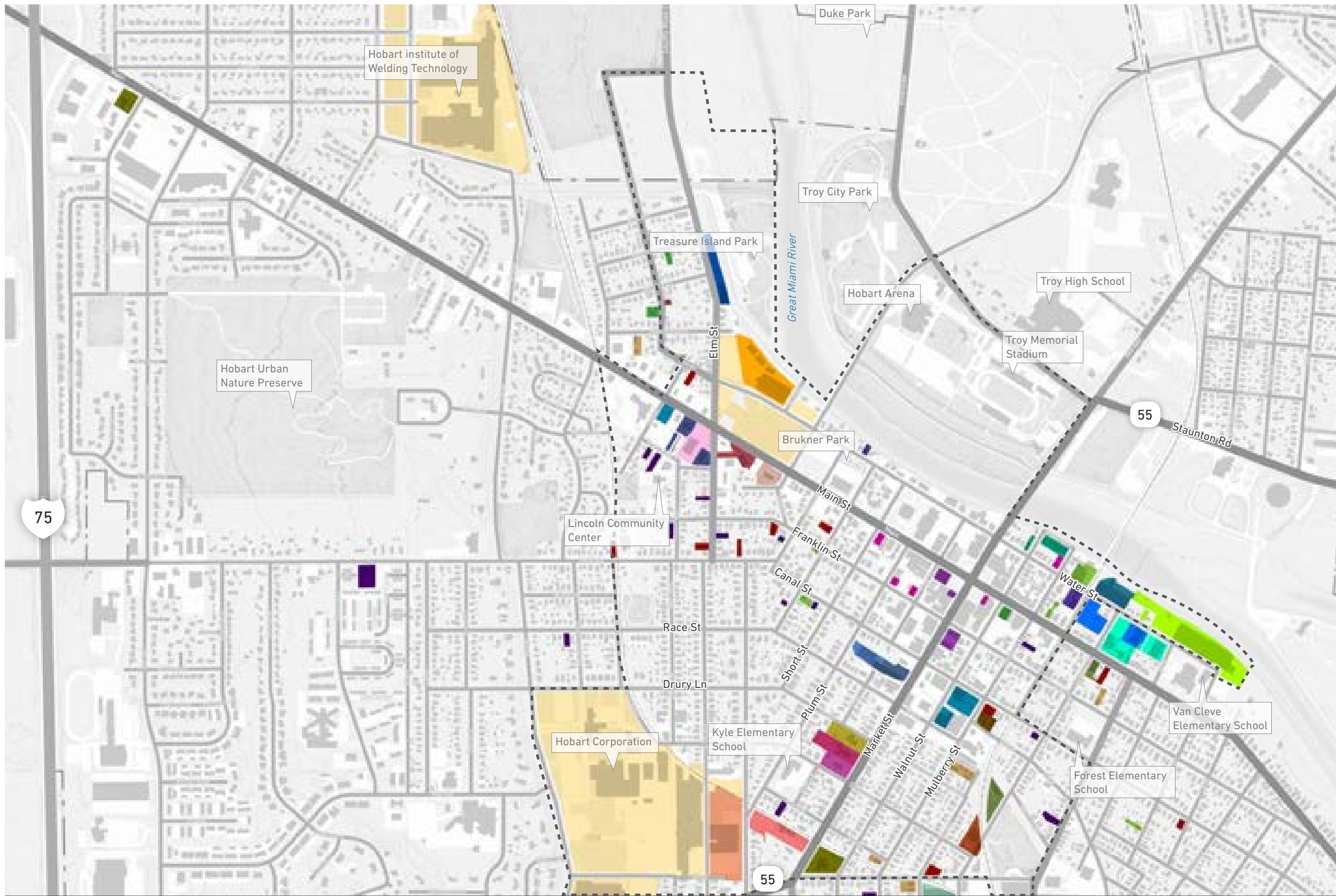
Street Hierarchy

Downtown Reinvestment Plan | Troy, OH

February 24, 2017

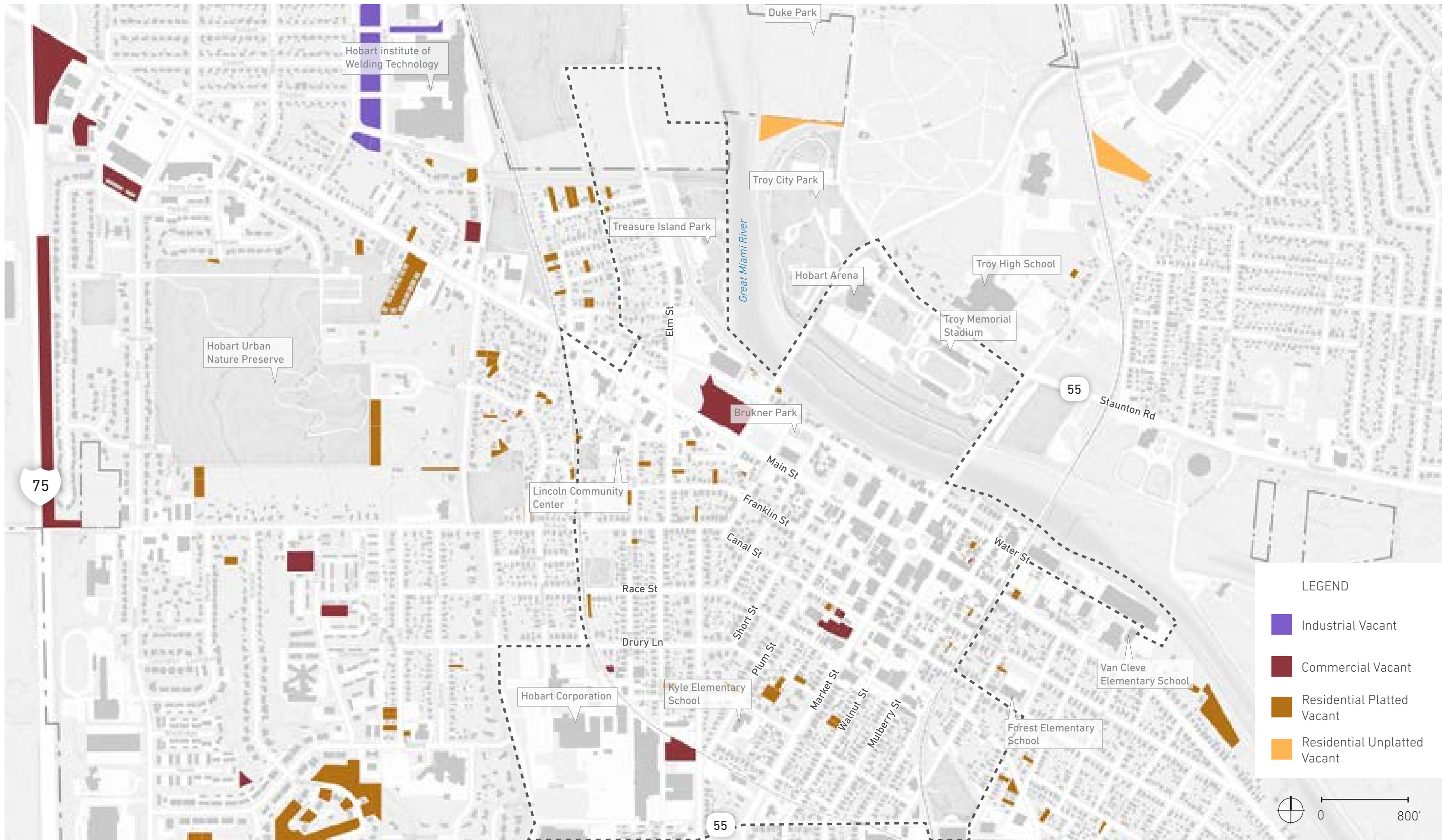


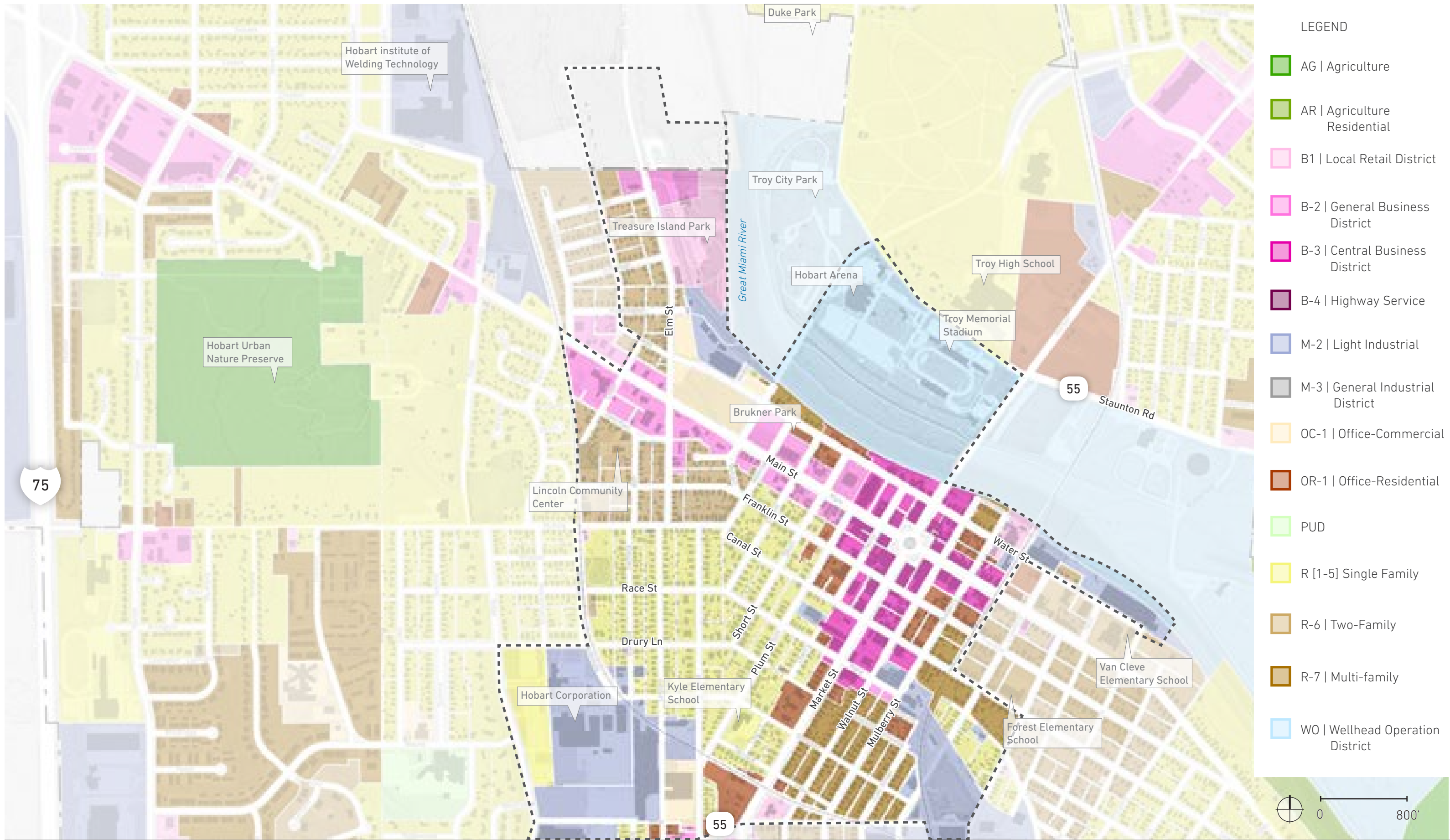




- LEGEND
- Hobart
 - American Legion Post #43
 - Cole Robert K
 - Goodall Properties Llc
 - Grant Street Enterprises
 - Kinney Bonnie S
 - Mainsource Bank
 - Mitchell Ted C
 - Pilarczyk Daniel E
 - Schnurr Dennis M
 - Setland Group Llc
 - Spinnaker Coating Llc
 - Wirz Leonard C
 - Conard Robert E
 - Davey Heather M
 - Denoyer David E
 - Hobart Edward J
 - Lephart Joshua
 - Lins Douglas J
 - Market Street Management
 - Maxwell Robert T
 - Miami Aerie #971 Foe
 - P & C Ventures Llc
 - Pensco Trust Company
 - Primax Properties Llc
 - Sbs Investments Llc
 - Schnickelfritz Inc
 - Steineman Richard W
 - Sturwold Charles S
 - Tillman John J
 - Tim Donut Us Limited Inc
 - Zrt Investments Llc
 - Zwiebel Family Limited



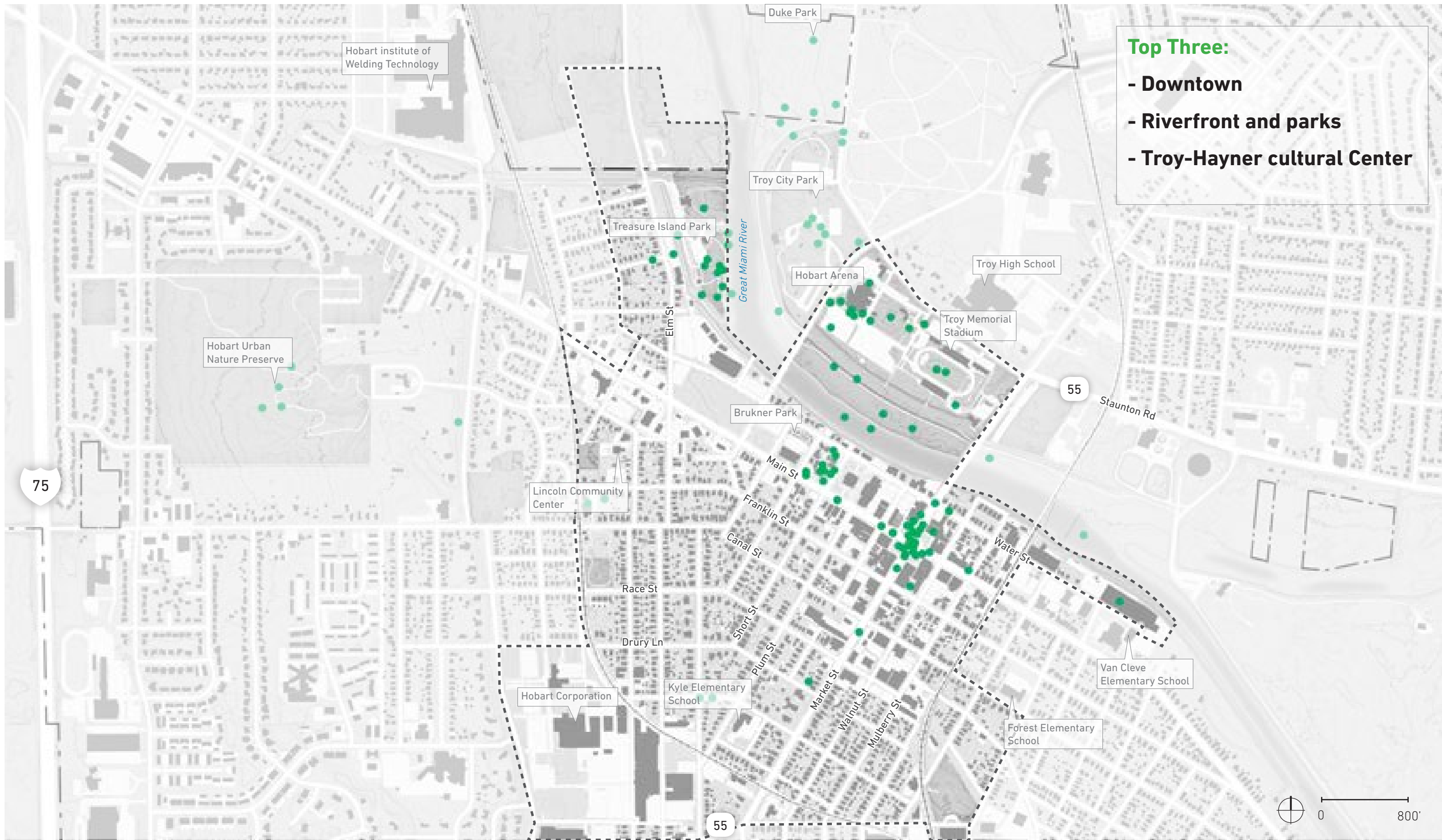




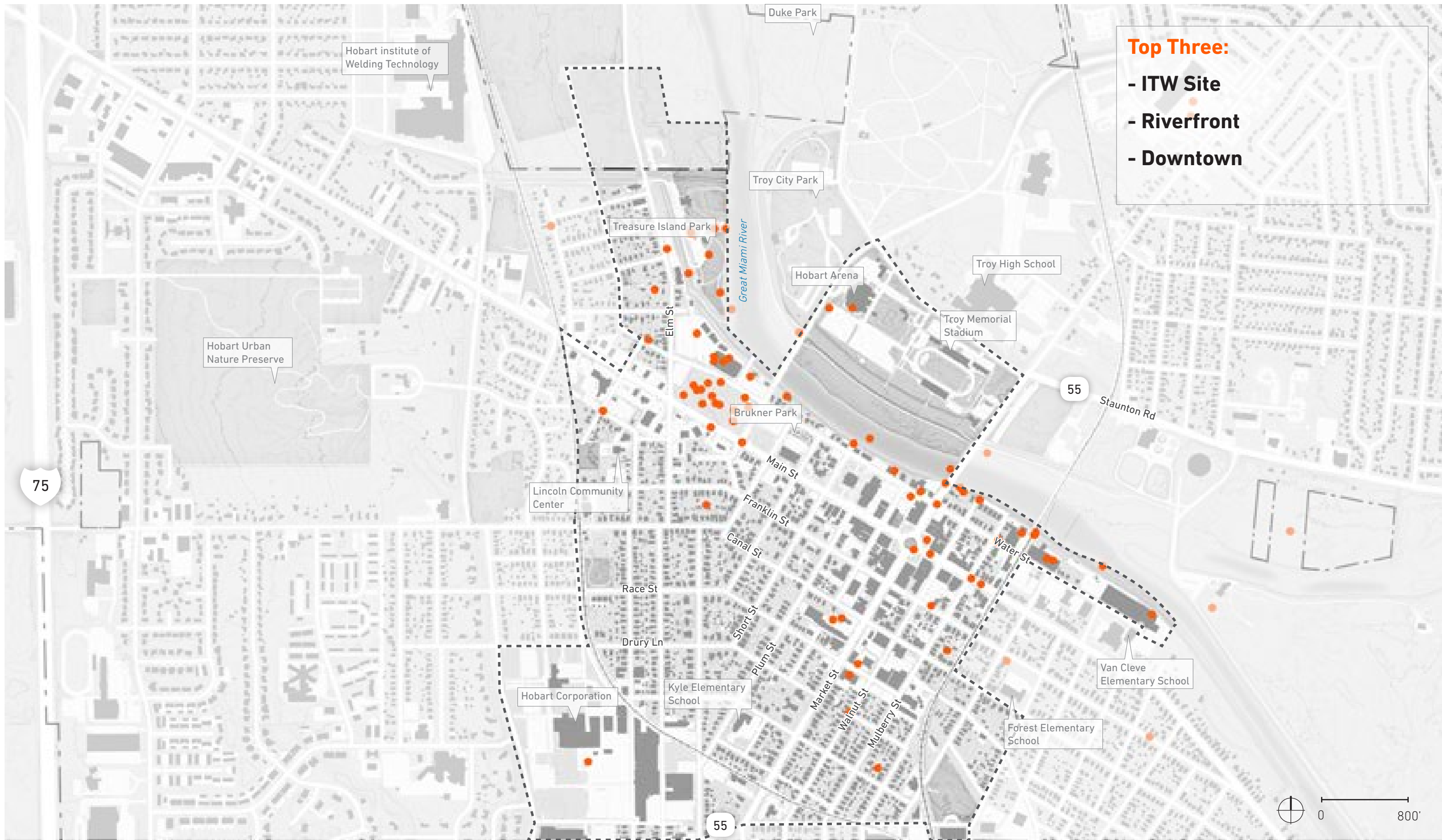
Zoning

Downtown Reinvestment Plan | Troy, OH

February 24, 2017



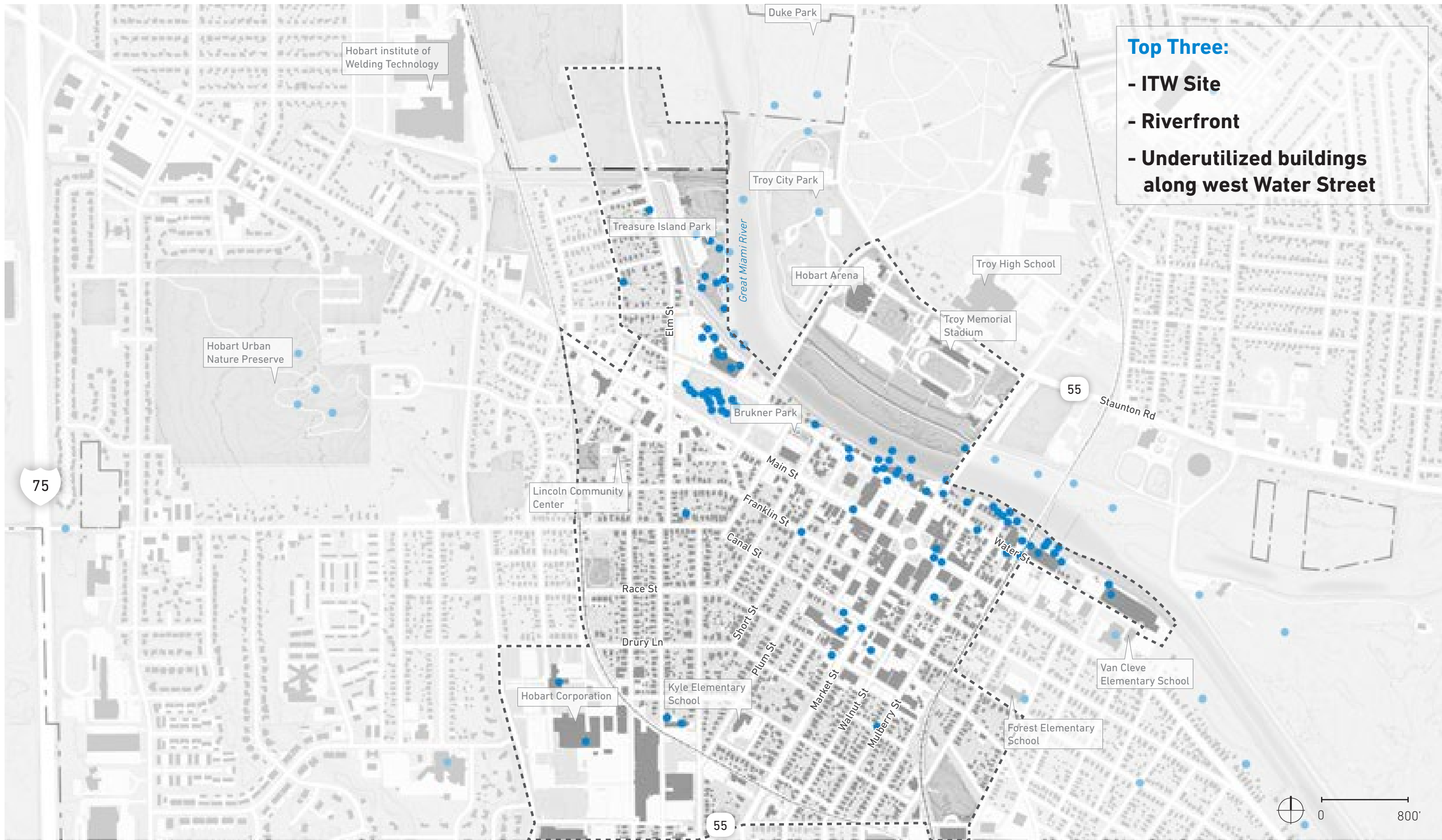




Dot-mocracy | Priority Areas

Downtown Reinvestment Plan | Troy, OH

February 24, 2017



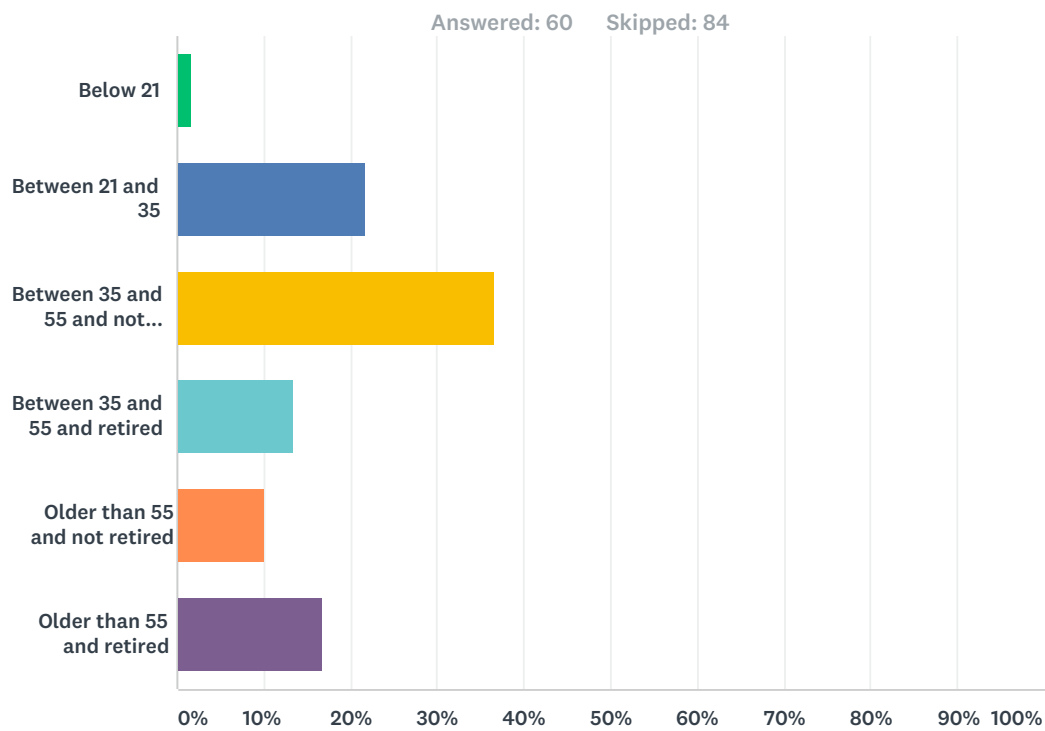
Q1 What is your name? (Your name will not be used when publishing survey results)

Answered: 60 Skipped: 84

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3	Anonymous	8/5/2017 12:14 PM
4	Heather Herman	8/4/2017 8:18 AM
5	Tania Hunt	8/3/2017 10:01 PM
6	Wade Campbell	8/3/2017 9:31 PM
7	Nickie	8/3/2017 9:09 PM
8	Valerie	8/3/2017 9:01 PM
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12	Travis Young	8/3/2017 5:05 PM
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17	Heather	8/3/2017 12:52 PM
18	Josh mcgrath	8/3/2017 12:34 PM
19	John Mathes	8/3/2017 12:10 PM
20	Brooke Studebaker	8/3/2017 11:42 AM
21	Jenny	8/3/2017 11:36 AM
22	Mary	8/3/2017 10:58 AM
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24	Kim	8/1/2017 9:53 AM
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26	frank	7/31/2017 11:47 AM
27	Concerned Citizen	7/30/2017 12:01 AM
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29	Andrea Snyder	7/29/2017 1:58 PM
30	Nikki	7/29/2017 11:29 AM
31	Debby Gray	7/29/2017 11:10 AM
32	Eileen M. Clark	7/29/2017 8:24 AM
33	Emily Snyder	7/28/2017 10:52 PM
34	Charles W. Frank	7/28/2017 5:05 PM
35	Mary Stump	7/28/2017 2:47 PM

36	ruth simpson	7/28/2017 2:46 PM
37	Christopher Davis	7/28/2017 2:29 PM
38	Carri Walters	7/28/2017 2:09 PM
39	Lisa	7/28/2017 1:59 PM
40	Mandi Hines	7/28/2017 1:53 PM
41	William Lutz	7/28/2017 1:33 PM
42	Lisa Myers	7/27/2017 9:46 PM
43	Chris Starnes	7/26/2017 12:25 PM
44	Erin	7/23/2017 11:49 PM
45	Julie Thompson	7/23/2017 7:26 PM
46	Todd	7/22/2017 5:49 PM
47	Keith	7/21/2017 7:55 PM
48	Marie Lewis	7/21/2017 5:20 PM
49	Anonymous	7/21/2017 4:48 PM
50	Stephen J. Kalmar	7/21/2017 3:32 PM
51	Connor Haren	7/21/2017 11:50 AM
52	Linda Roth	7/21/2017 11:06 AM
53	Roberta Jacobs	7/21/2017 10:31 AM
54	timothy wells	7/20/2017 11:59 PM
55	Sarah Worley	7/19/2017 3:00 PM
56	Matt Blythe	7/18/2017 9:37 PM
57	David Cornelisse	7/18/2017 12:41 PM
58	Pamela Sturtz	7/17/2017 5:51 PM
59	Amber Kiser	7/17/2017 5:28 PM
60	Rachel Webb	7/17/2017 3:25 PM

Q2 What is your approximate age?



Answer Choices	Responses
Below 21	1.67%1
Between 21 and 35	21.67%13
Between 35 and 55 and not retired	36.67%22
Between 35 and 55 and retired	13.33%8
Older than 55 and not retired	10.00%6
Older than 55 and retired	16.67%10
TOTAL	60

Q3 What is your organization, if applicable?

Answered: 13 Skipped: 131

#	Responses	Date
1	Concerned citizen of troy	8/5/2017 10:09 PM
2	Miami County	8/4/2017 8:18 AM
3	Honda of America	8/3/2017 5:05 PM
4	public employee	7/31/2017 11:47 AM
5	I work downtown	7/29/2017 1:58 PM
6	The New Path, Inc.	7/28/2017 1:33 PM
7	Miami Co Park District	7/27/2017 9:46 PM
8	Member of The Community	7/21/2017 5:20 PM
9	na	7/21/2017 3:32 PM
10	Haren's Market	7/21/2017 11:50 AM
11	Community Volunteer, resident and work from home when not traveling	7/21/2017 10:31 AM
12	Dungan & LeFevre	7/19/2017 3:00 PM
13	ret.	7/18/2017 12:41 PM

Q4 What is the zip code of your residence?

Answered: 60 Skipped: 84

#	Responses	Date
1	45373	8/8/2017 2:15 PM
2	45373	8/5/2017 10:09 PM
3	45373	8/5/2017 12:14 PM
4	45373	8/4/2017 8:18 AM
5	45373	8/3/2017 10:01 PM
6	45373	8/3/2017 9:31 PM
7	45373	8/3/2017 9:09 PM
8	45373	8/3/2017 9:01 PM
9	45373	8/3/2017 7:48 PM
10	45373	8/3/2017 6:57 PM
11	45373	8/3/2017 5:29 PM
12	45373	8/3/2017 5:05 PM
13	45373	8/3/2017 2:15 PM
14	45326	8/3/2017 1:36 PM
15	45373	8/3/2017 1:17 PM
16	45373	8/3/2017 12:54 PM
17	45373	8/3/2017 12:52 PM
18	45373	8/3/2017 12:34 PM
19	45373	8/3/2017 12:10 PM
20	45415	8/3/2017 11:42 AM
21	45373	8/3/2017 11:36 AM
22	45373	8/3/2017 10:58 AM
23	45373	8/1/2017 11:46 AM
24	45371	8/1/2017 9:53 AM
25	45373	7/31/2017 4:20 PM
26	45373	7/31/2017 11:47 AM
27	45373	7/30/2017 12:01 AM
28	45373	7/29/2017 11:31 PM
29	45373	7/29/2017 1:58 PM
30	45373	7/29/2017 11:29 AM
31	45373	7/29/2017 11:10 AM
32	45373	7/29/2017 8:24 AM
33	45373	7/28/2017 10:52 PM
34	45373	7/28/2017 5:05 PM
35	45373	7/28/2017 2:47 PM
36	45373	7/28/2017 2:46 PM

37	45373	7/28/2017 2:29 PM
38	45373	7/28/2017 2:09 PM
39	45373	7/28/2017 1:59 PM
40	45373	7/28/2017 1:53 PM
41	45373	7/28/2017 1:33 PM
42	45373	7/27/2017 9:46 PM
43	45373	7/26/2017 12:25 PM
44	45373	7/23/2017 11:49 PM
45	45373	7/23/2017 7:26 PM
46	45373	7/22/2017 5:49 PM
47	45373	7/21/2017 7:55 PM
48	45373	7/21/2017 5:20 PM
49	45373	7/21/2017 4:48 PM
50	45373	7/21/2017 3:32 PM
51	45356	7/21/2017 11:50 AM
52	45373	7/21/2017 11:06 AM
53	45373	7/21/2017 10:31 AM
54	45373	7/20/2017 11:59 PM
55	45371	7/19/2017 3:00 PM
56	45373	7/18/2017 9:37 PM
57	45373	7/18/2017 12:41 PM
58	45373	7/17/2017 5:51 PM
59	45373	7/17/2017 5:28 PM
60	45371	7/17/2017 3:25 PM

Q5 What is the zip code of your employment?

Answered: 48 Skipped: 96

#	Responses	Date
1	45371	8/8/2017 2:15 PM
2	45373	8/5/2017 10:09 PM
3	45373	8/5/2017 12:14 PM
4	45373	8/4/2017 8:18 AM
5	45365	8/3/2017 10:01 PM
6	45365	8/3/2017 9:31 PM
7	45373	8/3/2017 9:09 PM
8	45356	8/3/2017 9:01 PM
9	45373	8/3/2017 7:48 PM
10	45373	8/3/2017 6:57 PM
11	45373	8/3/2017 5:29 PM
12	45302	8/3/2017 5:05 PM
13	45373	8/3/2017 2:15 PM
14	45373	8/3/2017 1:36 PM
15	45373	8/3/2017 1:17 PM
16	45402	8/3/2017 12:54 PM
17	45373	8/3/2017 12:52 PM
18	45373	8/3/2017 12:34 PM
19	45373	8/3/2017 11:42 AM
20	45402	8/3/2017 11:36 AM
21	45402	8/3/2017 10:58 AM
22	45373	8/1/2017 11:46 AM
23	45373	8/1/2017 9:53 AM
24	45373	7/31/2017 11:47 AM
25	45373	7/30/2017 12:01 AM
26	45373	7/29/2017 11:31 PM
27	45373	7/29/2017 1:58 PM
28	45373	7/28/2017 10:52 PM
29	45373	7/28/2017 5:05 PM
30	45373	7/28/2017 2:29 PM
31	45373	7/28/2017 2:09 PM
32	45373	7/28/2017 1:59 PM
33	45371	7/28/2017 1:33 PM
34	45373	7/27/2017 9:46 PM
35	45356/45373	7/23/2017 11:49 PM
36	45373	7/23/2017 7:26 PM

37	45373	7/22/2017 5:49 PM
38	45373	7/21/2017 7:55 PM
39	45373	7/21/2017 4:48 PM
40	45373	7/21/2017 3:32 PM
41	45373	7/21/2017 11:50 AM
42	43506	7/21/2017 10:31 AM
43	45373	7/20/2017 11:59 PM
44	45373	7/19/2017 3:00 PM
45	45365	7/18/2017 9:37 PM
46	n/a	7/18/2017 12:41 PM
47	45373	7/17/2017 5:28 PM
48	45433	7/17/2017 3:25 PM

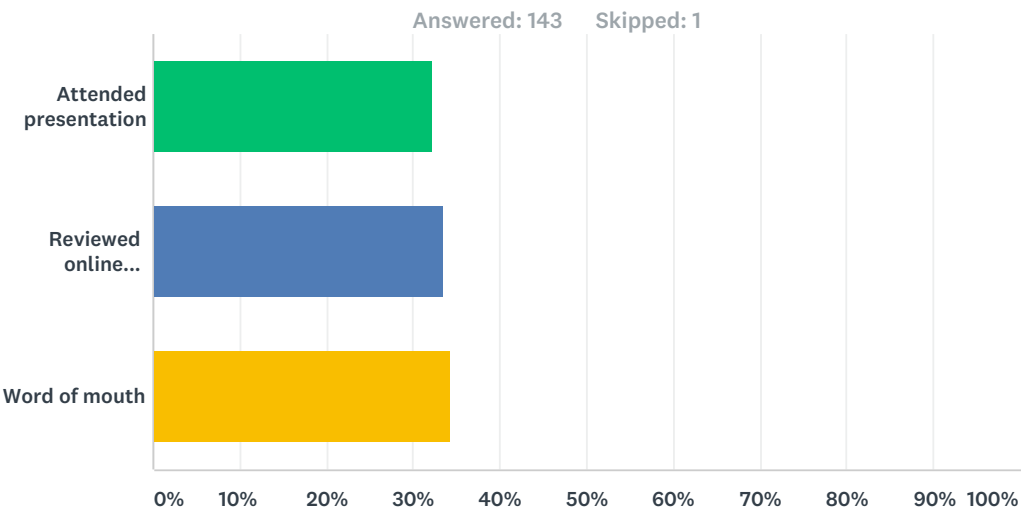
Q6 Do you own property in Troy?

Answered: 60 Skipped: 84

#	Responses	Date
1	Yes	8/8/2017 2:15 PM
2	Rent	8/5/2017 10:09 PM
3	Yes	8/5/2017 12:14 PM
4	Yes	8/4/2017 8:18 AM
5	no	8/3/2017 10:01 PM
6	Yes	8/3/2017 9:31 PM
7	Yes	8/3/2017 9:09 PM
8	No	8/3/2017 9:01 PM
9	Yes	8/3/2017 7:48 PM
10	No	8/3/2017 6:57 PM
11	No	8/3/2017 5:29 PM
12	Yes, house	8/3/2017 5:05 PM
13	Now	8/3/2017 2:15 PM
14	no	8/3/2017 1:36 PM
15	Yes	8/3/2017 1:17 PM
16	Yes	8/3/2017 12:54 PM
17	yes	8/3/2017 12:52 PM
18	Yes	8/3/2017 12:34 PM
19	Yes	8/3/2017 12:10 PM
20	no	8/3/2017 11:42 AM
21	Yes	8/3/2017 11:36 AM
22	No	8/3/2017 10:58 AM
23	Yes	8/1/2017 11:46 AM
24	No	8/1/2017 9:53 AM
25	Yes	7/31/2017 4:20 PM
26	yes	7/31/2017 11:47 AM
27	Soon, under contract	7/30/2017 12:01 AM
28	No	7/29/2017 11:31 PM
29	No, but plan to	7/29/2017 1:58 PM
30	Yes	7/29/2017 11:29 AM
31	yes	7/29/2017 11:10 AM
32	yes	7/29/2017 8:24 AM
33	No	7/28/2017 10:52 PM
34	Yes	7/28/2017 5:05 PM
35	Yes	7/28/2017 2:47 PM
36	yes	7/28/2017 2:46 PM

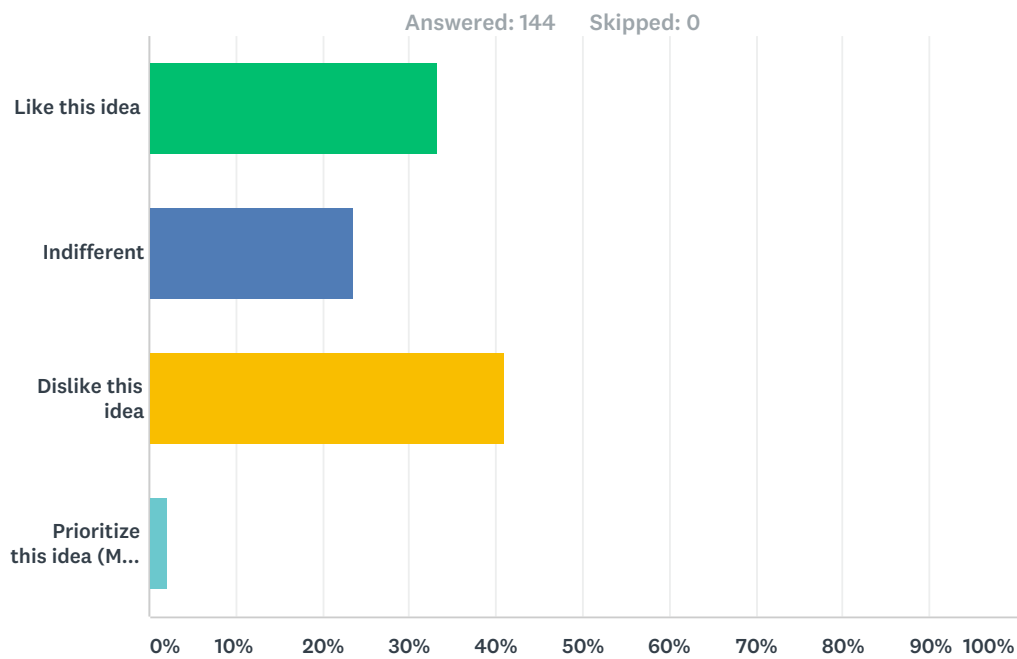
37	Rent	7/28/2017 2:29 PM
38	Yes	7/28/2017 2:09 PM
39	Yes	7/28/2017 1:59 PM
40	Yes	7/28/2017 1:53 PM
41	Yes	7/28/2017 1:33 PM
42	yes	7/27/2017 9:46 PM
43	Yes	7/26/2017 12:25 PM
44	yes	7/23/2017 11:49 PM
45	Yes	7/23/2017 7:26 PM
46	Yes	7/22/2017 5:49 PM
47	Yes	7/21/2017 7:55 PM
48	Yes	7/21/2017 5:20 PM
49	No	7/21/2017 4:48 PM
50	yes	7/21/2017 3:32 PM
51	Yes	7/21/2017 11:50 AM
52	Yrs	7/21/2017 11:06 AM
53	Yes	7/21/2017 10:31 AM
54	no	7/20/2017 11:59 PM
55	No	7/19/2017 3:00 PM
56	Yes	7/18/2017 9:37 PM
57	yes	7/18/2017 12:41 PM
58	Yes	7/17/2017 5:51 PM
59	Yes	7/17/2017 5:28 PM
60	No	7/17/2017 3:25 PM

Q7 How did you hear about the Downtown Riverfront Initiative?



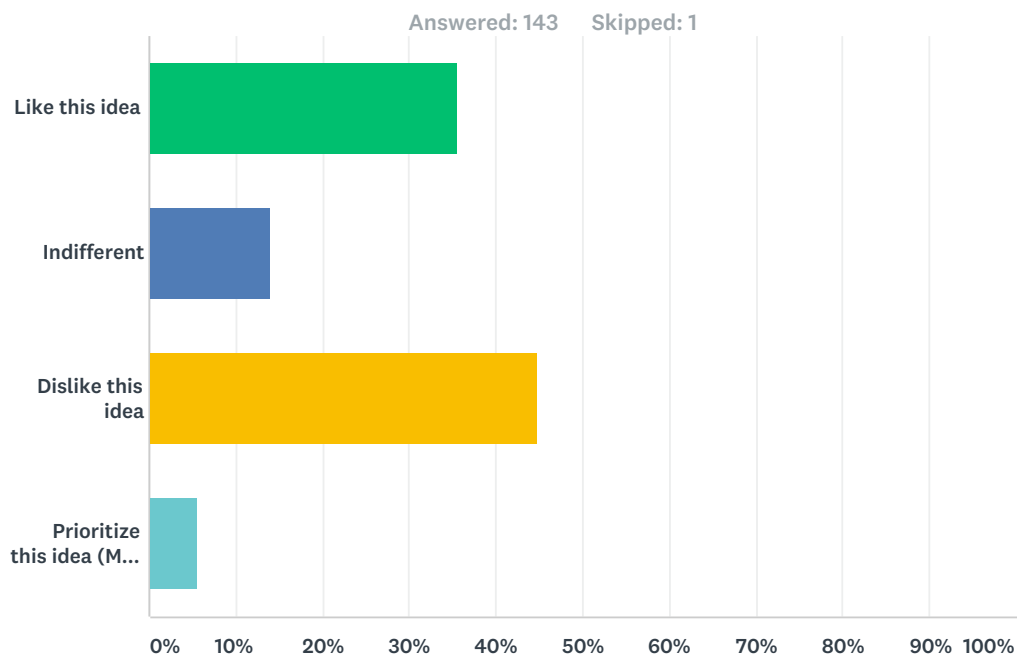
Answer Choices	Responses	
Attended presentation	32.17%	46
Reviewed online presentation	33.57%	48
Word of mouth	34.27%	49
TOTAL		143

Q8 0-2 Years ; Cherry St. Commons



Answer Choices	Responses	
Like this idea	33.33%	48
Indifferent	23.61%	34
Dislike this idea	40.97%	59
Prioritize this idea (Make this Happen Sooner)	2.08%	3
TOTAL		144

Q9 0-2 Years ; Temporary Bike Lanes



Answer Choices	Responses	
Like this idea	35.66%	51
Indifferent	13.99%	20
Dislike this idea	44.76%	64
Prioritize this idea (Make this Happen Sooner)	5.59%	8
TOTAL		143

Q10 Any Additional Comments

Answered: 69 Skipped: 75

#	Responses	Date
1	The placement of this bike path on water street is not very logical or safe. It is on a street that is going to have a major hospital on it and it has the courthouse that is very busy during the week. Two things number one the path is unsafe on the side it is in and people trying to use the roads on that street are going to cross over it. And the bike path that is already made has a way from Adams to market on them. It doesn't make sense to add a bike path in town when they can already make it to market street. When the hospital is built it will be a big safety concern and plus it makes it harder for people who are driving to get where they are going safely. Two you are taking out parking that is much needed by the courthouse. Which includes two handicap parking spots. It is already hard to find parking downtown and by the courthouse. The city should be keeping all those spots.	8/5/2017 10:09 PM
2	No bike lanes in traffic lanes, we spent hundreds of thousands of dollars on the bike path. Do not take away lanes of traffic for motor vehicles for bike lanes when most people are too lazy to ride. There are not enough bike riders to warrant taking away motor vehicles lanes of traffic.	8/5/2017 12:14 PM
3	These bike lanes are unnecessary and will worsen the already bad parking issue in downtown Troy.	8/4/2017 8:18 AM
4	This bike path has to be the stupidest thing this city has come up with. You have taken parking that should be for downtown area. The bike path in front of the Jr. was another bad decision. I have yet to see anyone using the bike path by the Jr. High school. The city could not even put a plain ballet for Youth baseball without adding a bunch of hidden things in it. If you want to do something for everyone that is fine. This should have been voted on and not just put down our throats.	8/3/2017 10:01 PM
5	Bike lanes taking away public streets & parking is a horrible idea! And if this is going to be the case then bikers need to pay street fees/taxes just like motorist do!	8/3/2017 9:09 PM
6	The bike lanes are absolutely unnecessary. Not once have I seen anyone use them!!!	8/3/2017 9:01 PM
7	Bike path on Adams & Water St. is the DUMBEST & most inconvenient idea EVER!! I work @ the Courthouse & seen 5 bikers today... however they were across the street from the bike lane on the sidewalk... YES GREAT idea! Troy is going to the dumps!	8/3/2017 12:52 PM
8	I think we need to get our schools in better shape and the roads in better shape, before we borrow and/or spend any money on the Mayor and HIS, service and safety director, I use the term service and safety very loosely. My personal for the best thing for US citizens of Troy, would be to vote in a NEW Mayor at the next election.	8/3/2017 12:10 PM
9	the bike lanes are an insane waste of money, this town is not made up of people who bike like that, nor is this a HUGE city that needs this. They are trying to make Troy a little Columbus or Cincinnati and there is no reason for it whatsoever. I get having pride in your town, but you aren't going to draw the crowds you want for the purposes you want. There are no big colleges in this down that would want young people to come here. Then taking away Van Cleve...the original high school...which is pretty much historic to this town to add apartments?!?! Hello!! what is going on in the planning departments heads that they are not seeing that nearly ALL these changes are not for the best of our community, but purely just about trying to gain revenues. Such a shame and so glad I moved out of this town earlier this year! I used to have hometown pride, seeing as I was born and raised here for 34 years, but the stupidity that is setting is has more than made me glad about my decision to raise my kids elsewhere.	8/3/2017 11:42 AM
10	If I understand the proposal, the temporary bike lanes are just to test the concept--to see if people will use them. If that's correct, I'd like to see temporary bike lanes going out to the edges of the city, say to the three I-75 exit/entrance ramps, to see if residents beyond downtown and from outside of Troy would use the bike lanes.	7/31/2017 4:20 PM
11	We do not need another bike lane to nowhere. Additionally, the bike lane creates more public safety issues. Troy PD won't pull a vehicle over on Adams St now because of the bike lane, so let's add more? Adding more bike lanes does not address parking problems, nothing in this proposal does. The Cherry St. proposal is a reiteration of Prouty, why spend more money on something that already works?	7/30/2017 12:01 AM

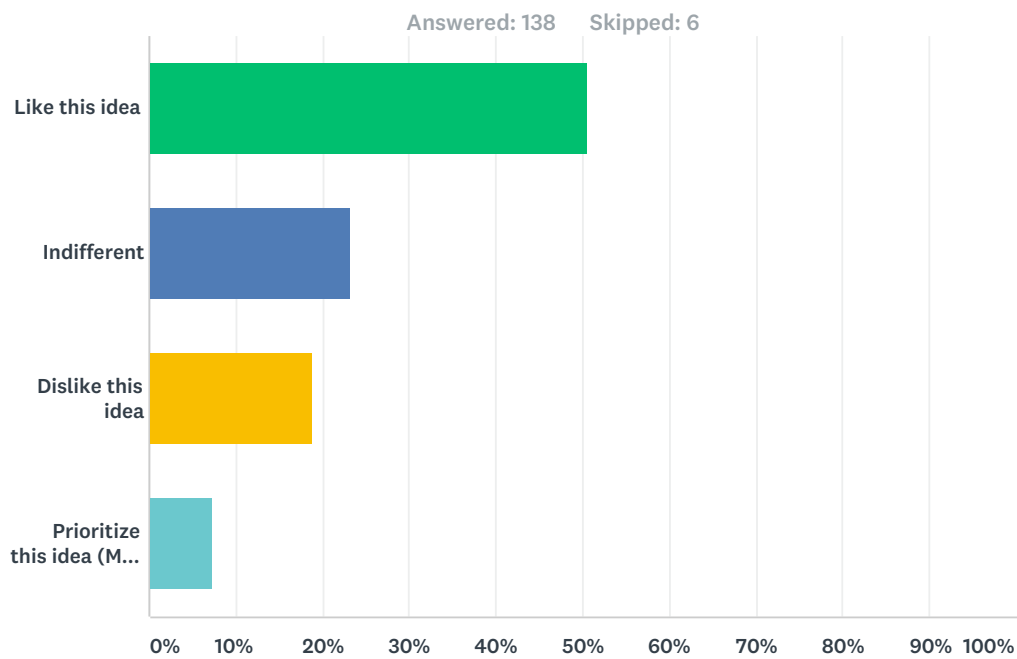
12	We need more parking to take more away for biking is crazy. Coming from and avid bike rider	7/29/2017 1:58 PM
13	This is a huge waste of money. Put it towards something useful such as feeding the hungry!	7/29/2017 11:29 AM
14	The Water Street bike path is a horrible idea. There isn't enough parking downtown now, especially for business at the court house. Every parking lot you have made is for county employees, not for public business. No one wants this bike trail!!	7/29/2017 11:10 AM
15	I just think with the Kettering medical center where Hobart Bros was it is going to create a lot of traffic with out any places to park. I personally think we should be looking into more parking areas instead of bike lanes.	7/28/2017 2:47 PM
16	Make bike lanes permanent. Consider converting curb lawns to retain street parking.	7/28/2017 2:09 PM
17	All I see are bike lane JUST downtown without regard to connecting the bike paths to the neighborhoods to draw INTO the downtown. I live in Willowcreek and would NEVER ride my bike into the downtown as Mc Kaig's narrow road with no side walk or even room to walk let alone ride a bike!! To park downtown is more than aggravating, so we just DON'T go downtown. Freeing up parking downtown should be the priority. How about leasing a portion of Sherwood shopping centers parking lot and establish a park and ride. With so many county and city parking only spaces. Those who do attempt to come downtown are met with very little parking 8-5 Mon-Fri.	7/28/2017 1:59 PM
18	There is no need for a bike lane when the city has great bike paths. I do not feel there is a need for a study to tell us what needs to be done in this city when your citizens are telling you what they want.	7/28/2017 1:53 PM
19	I live on the west side of 75 in Cobblestone. We really need a connecting bikeway to the other side/center of town. I have McKaig and rt 41. Lots of families in my area riding bikes and walking families/strollers. We need to get there without getting hit on either road. With more housing at Concord and along Washington, I feel it is very important. I also believe the family income is higher in these areas and could really help the downtown businesses. The Cherry St area is so "unappealing". Too narrow, dark, dirty road & sidewalks, garage doors, trash cans, warehouse. Not family friendly at all. Maybe if street was removed and grassy area installed. Brightened up, trees, picnic tables, move music back to water street. The area is too crowded, not roomy for children and blankets, makes music too loud. The crowd was not participating at all. Prouty is so appealing for concerts! The background of the beautiful waterfall, grass, openness is much more appealing. The air also moves and it's sunny.	7/27/2017 9:46 PM
20	I don't see the Cherry Street Commons as adding anything to our city. We already have two other venues for bands and shows. We could so utilize the many other parks in Troy to do similar events. However, the bike lanes I think are a priority. I love our bike paths but they are very difficult to access from various areas of our city. This is especially true if you have smaller children that you are trying to ride with.	7/26/2017 12:25 PM
21	I like the idea of bike lanes. It would make me feel safer while riding with my 9 yr old daughter. I'm just not sure you are going about it the right way. I realize now (having attended a presentation) that you are trying to implement them in the order of road reconstruction, they just don't always make since from a connectivity standpoint. I'm thinking you would have a lot less opposition to them is you explained clearly the big picture and reasons for things being done in the order in which they are being done.	7/23/2017 11:49 PM
22	I am in favor of a 3 level parking deck behind the Mayflower. Close Cherry street. Place restroom facility in this structure.	7/23/2017 7:26 PM
23	On street parking on Mulberry and Plum streets is needed but makes cycling dangerous	7/21/2017 7:55 PM
24	Cherry St. is a side street, not a commons, situated between two buildings. One year is not temporary. Do you have a way of tracking usage?	7/21/2017 5:20 PM
25	it doesn't seem like Cherry street Commons is any safer than Prouty Plaza. Plus it's not very "pretty" The bike lanes are a joke. I'm not sure why we aren't focusing on parking situations in Troy first. Plus there are ways to get downtown from the bike path, including 2 bridges with bike lanes. People c an make it from the path to downtown easily.	7/21/2017 4:48 PM
26	It seems like in most communities with areas like this, it is to connect already active spaces. This just seems like an idea with no real purpose for Troy. Just because other cities have spaces like this, it needs to be more thought out as to why, not just a keeping up with the Jones' checkbox. Think outside the box to make Troy continue to be a standout town, not a just like everyone else town.	7/20/2017 11:59 PM

27	I love the idea on testing things out before full-on implementation! Cherry st cannot handle large crowds for concerts if facing main st. Overflow is forced across the street and is more dangerous than in the square because there is less line if sight.	7/18/2017 9:37 PM
28	I live on W. Water St. Parking at my address (309 W. Water) is all street parking, I have no driveway. The "temporary" bike trail, with all parking on the south side removed is impractical and makes the situation much worse. A better solution would be to make PEDESTRIAN traffic restricted to the north side sidewalk and make the bike trail temporary on the south side sidewalk on Water Street, between Market and Adams. FAR less compaction of parking would be necessary and the bikes could very easily be used on the south side where FEWER RESIDENCES would be impacted by bikes. I have lived here for 31 years with on-street parking and removing all those parking spots is far more backward than declaring the south-side sidewalk a bike trail. Dave C.	7/18/2017 12:41 PM
29	People who ride bicycles don't make purchases--they have no where to put them. We have enough bike trails--I used them enough to know this. We don't need more bike lanes downtown for people to ride through our town. We need parking so they can use the resources we already have and can frequent the downtown.	7/17/2017 11:35 AM
30	Very interested in Condo's or Town Houses along river front--\$300k range	7/17/2017 10:42 AM
31	Just attended the concert on 7/14 and thought that the commons area might be a bit small	7/17/2017 7:48 AM
32	Losing 26 parking spaces on water street in a busy area is ridiculous. Especially when there is a dedicated bike bath directly across the river. When I asked members of troy Main Street where they planned on "remarking" 21 spaces to make up for the los of 26, they had no answer for me. Why are we so quick to remove parking spaces when parking is already a major issue downtown? Sure, a bike lane would be nice for people on bikes. But since when do the needs of a bicyclist outweigh the needs of people who would like to park closer to work or the people who would like to park to shop at our local merchants? How many bikes do you foresee using said bike lane? Are there going to be more cyclists using this temporary lane than there would be people who would like to park their cars?	7/16/2017 5:49 PM
33	Cherry St. band location was not enjoyable. Too crowded and unsafe in that narrow street so we sat across Main St. and couldn't even see the stage but the music was too loud and everyone around us complained.	7/16/2017 4:09 PM
34	Any lost parking MUST be replaced. What about the older people of Troy. You selling out to big business and big money!!! Stop this nonsense.	7/16/2017 3:50 PM
35	I attended the concert on Cherry St July 15th, and didn't like the location. The seating was cramped, and the sound was way too loud going out between two buildings. Maybe if the stage was moved closer to Water street some of the sound would be able to spread out and that would add to the space for the lawn chairs. Was nice with out the cars driving behind the seating. Music on the square is more of Americana nostalgic feeling than on a side street with no grass. John & Anita Ankerman	7/16/2017 2:57 PM
36	Traffic is bad enough downtown already. Have you ever tried to pick up a kid at the junior high? The bike lane in front of the school is probably one of the dumbest ideas Troy has ever had. I never see ANYONE on this and the traffic before and after school is HORRIBLE	7/16/2017 2:55 PM
37	No new bike lanes	7/16/2017 12:31 PM
38	attended the concert friday night. was not made aware that it moved from the plaza, and had to follow the mass of confused people to a side street? We arrived just at the start time, but could not get anywhere near the stage. There was no where to walk, and we stood halfway onto the roadway with our three small children. Seriously? This was so poorly thought out it's embarrassing. We will certainly not be back if this is how the city wants to hold concerts downtown. Went to Piqua's show at the lock park and it was MUCH better. Now our stuff is worse than Piquas. Thanks a lot troy main street. Urgh.	7/16/2017 10:54 AM
39	Many, Many more residents travel into down town with cars than bikes. Let's prioritize how to park those and move them through. Bikes secondary phase.	7/15/2017 11:35 PM
40	Cherry Street Commons sounds like a good idea for smaller, intimate events, such as the Farm to Table event, or as an extension of current events such as the Farmers Market and Troy Street Alive. I attended the concert in the space and felt a bit crowded. Numerous people were standing behind the Road Closed sign and into the street. Safety would continue to be a concern.	7/15/2017 5:05 PM

41	Liked seeing a different venue. Thanks for trying and testing new ideas!	7/15/2017 4:32 PM
42	Loved concert's location last night, more shade, felt safer with building on both sides....sadly we live in a crazy world and change is good!	7/15/2017 3:01 PM
43	We do NOT need a bike path on Water Street. It is too narrow and we need rooms for cars. Prouty Plaza is GREAT and enough - just do not feel Cherry Street needs to happen at all!!	7/15/2017 11:38 AM
44	Having attended the Cherry St. event, Friday, July 14, I am not in favor of this location. The very loud and incoherent performance by "Brothers" was not in the tradition of the quality we have become accustomed to at Prouty Plaza. The narrow street, embraced by buildings added to the over-whelming volume. This group was a good example of why we should not use Cherry Street for rock concerts. The community atmosphere is diminished also in comparison to Prouty Plaza. I say return to the plaza and don't invite this group to return. Thank you	7/15/2017 10:53 AM
45	Concert was great. Like being at a true venue. Add a beer truck and food.	7/15/2017 10:18 AM
46	Don't see how parking needs addressed if put in bike lanes.	7/15/2017 8:34 AM
47	Work with the school board to ensure downtown schools don't continue to be segregated from Comcord with the new school plans. If you want downtown to be appealing, the schools must be desirable.	7/15/2017 8:34 AM
48	Felt that The Cherry Street commons had very limited seating and the buildings were not pleasant to look at.	7/15/2017 8:32 AM
49	Some concern over how original focus groups were selected. Hard to believe that everyone in those groups favored everything that was presented. Seems like plans are a done deal per presentation at council by Patrick and Thursdays meeting, even though it was, stated still after citizen input.	7/15/2017 8:13 AM
50	Re: Cherry St, keep sidewalks clear, establish a dance floor in front on stage (paint a box), make lines on street (half moon arcs) as guidelines for chair placement, have volunteer ushers guide people to front of venue so more folks can be seated, add lighting along sidewalks, get rid of the vines on the side of the building	7/15/2017 7:03 AM
51	If they hold concerts on cherry Street they need to make it a smoke free event, we had people smoking by us. Also the loudness of the concert was to much.	7/14/2017 11:11 PM
52	Since it is windy there make sure garbage sacks don't blow away. Ivey on building was falling. Needs cleaned up. Need a beer tent area. Could start at 7pm	7/14/2017 10:41 PM
53	Keep the concerts on Prouty Plaza...better acoustics...much more comfortable...better for the kids...if they happen to fall on grass it won't be near as bad as if they happen to fall on the road...who wants to sit on a dirty, dusty road to hear a concert??	7/14/2017 10:32 PM
54	I did not enjoy the concert on July 14th at the Cherry Street venue. It was extremely loud. Seating was very crowded. I had to sit near the Troy History Center. If the rest of the concerts are on Cherry St., you can count me out. There were also many people who left early. Cherry Street venue is not as enjoyable as Prouty Plaza.	7/14/2017 10:27 PM
55	W. Main st. Stoplight/crosswalk time makes egress problematic from Cherry St. Commons. Open Furniture store roll up door and visible cardboard,etc. Looks trashy. Brother Believe Me may be the best rock performers I've enjoyed downtown!	7/14/2017 9:48 PM
56	Please keep concerts at Prouty its more appealing, open area, not as loud, not crowded, beautiful waterfall to see and hear. Cherry st. Is dark and ugly between buildings, too close, loud. Crowd interaction was very small. Not as many people, my whole row left by 3/4 way thru concert. Sides of buildings, trash cans, garage doors, let alone a dead ivy wall are not appealing! Why change what works? The fun was gone tonight!	7/14/2017 9:47 PM
57	Possible to make Cherry Street a permanent plaza area? Even the section from Main to Canal? Possible to close Main and reroute traffic to Water or Canal during special events here?	7/14/2017 9:16 PM
58	Not greatest venue for concerts, keep concerts on prouty plaza. Would work for other events such as movie nights, small festivals, etc. Saftey was issue when crowd grew into the busy street. Expand area to close off part of Main Street, or move stage back to water street to help avoid potential hazards. Always good idea to keep sidewalk open down cherry by the stage, for emergency response if necessary. Accessible area blocked off for individuals using a wheelchair could be a potential benefit, shows inclusion to all patrons of the community.	7/14/2017 8:39 PM

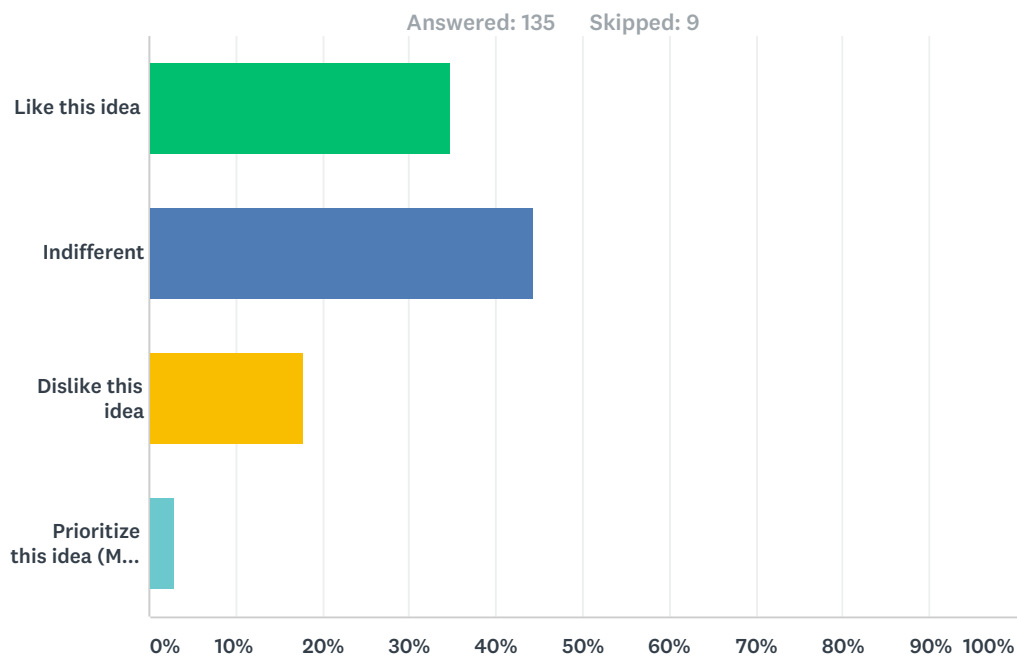
59	I love the idea of bike lanes. Permanent bike lanes! But not at the expense of parking. How would we do this?? I do not understand closing Cherry Street when we have the lovely Prouty Plaza already in use and known.	7/14/2017 3:36 PM
60	It will interesting to see if the bike lanes bring more people downtown.	7/14/2017 3:17 PM
61	No bike lanes.	7/14/2017 2:11 PM
62	We are very excited to see the growth in Troy and plans for development and investment in the community. It is clear that, as a community, Troy walks the walk in supporting a living and working environment conducive to creating a quality of life that residents and businesses are looking for.	7/14/2017 9:42 AM
63	I live on Plum Steet and I'm trying to figure out parking is we have a bike lane. We have to park on the street as many of our neighbors do so in not sure how this would work. I love the bike trail and love the idea of an easier way to get on it so I have mixed feelings.	7/13/2017 9:12 PM
64	Get Plum street to be a complete street NOW! Atleast slow down the traffic, it is not a state highway but people fly on it to avoid Market.	7/13/2017 4:50 PM
65	Parking issue is not addressed	7/13/2017 3:14 PM
66	Aren't there homes around this Cherry St Area? Seems we would bother more people with concerts there than downtown.	7/13/2017 3:03 PM
67	Pave West Main next year. It should be a top priority.	7/13/2017 2:24 PM
68	need to tie the west side of Troy to the downtown with a safe family orientated bike lane	7/13/2017 5:50 AM
69	Great	7/12/2017 3:02 PM

Q11 0-2 Years ; Prouty Plaza



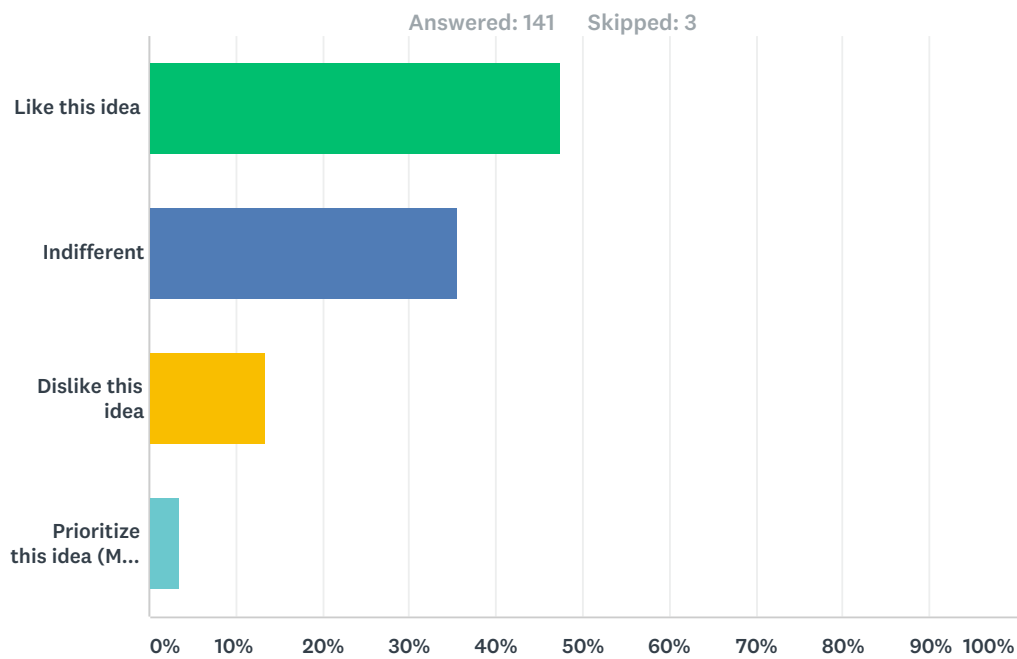
Answer Choices	Responses	
Like this idea	50.72%	70
Indifferent	23.19%	32
Dislike this idea	18.84%	26
Prioritize this idea (Make this Happen Sooner)	7.25%	10
TOTAL		138

Q12 0-2 Years : Troy Truck Yard



Answer Choices	Responses	
Like this idea	34.81%	47
Indifferent	44.44%	60
Dislike this idea	17.78%	24
Prioritize this idea (Make this Happen Sooner)	2.96%	4
TOTAL		135

Q13 0-2 Years ; Artist in Residency and Co-working Studio



Answer Choices	Responses	
Like this idea	47.52%	67
Indifferent	35.46%	50
Dislike this idea	13.48%	19
Prioritize this idea (Make this Happen Sooner)	3.55%	5
TOTAL		141

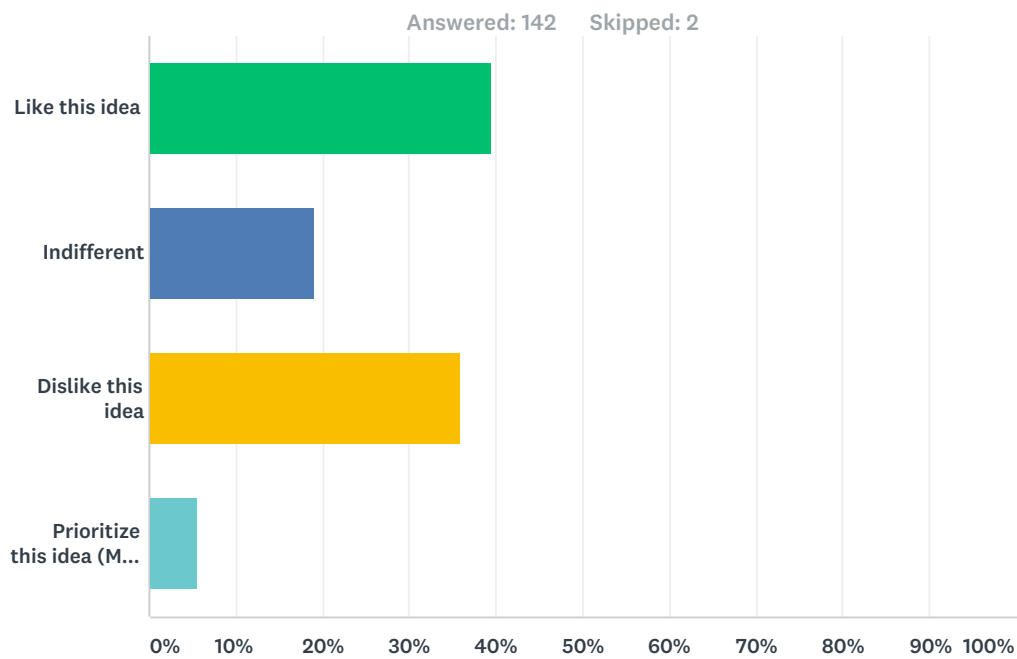
Q14 Any Additional Comments

Answered: 25 Skipped: 119

#	Responses	Date
1	Prouty Plaza is a pain when they shut down streets.	8/3/2017 1:36 PM
2	the bike lanes are an insane waste of money, this town is not made up of people who bike like that, nor is this a HUGE city that needs this. They are trying to make Troy a little Columbus or Cincinnati and there is no reason for it whatsoever. I get having pride in your town, but you aren't going to draw the crowds you want for the purposes you want. There are no big colleges in this down that would want young people to come here. Then taking away Van Cleve...the original high school...which is pretty much historic to this town to add apartments?!?! Hello!! what is going on in the planning departments heads that they are not seeing that nearly ALL these changes are not for the best of our community, but purely just about trying to gain revenues. Such a shame and so glad I moved out of this town earlier this year! I used to have hometown pride, seeing as I was born and raised here for 34 years, but the stupidity that is setting is has more than made me glad about my decision to raise my kids elsewhere.	8/3/2017 11:42 AM
3	Prouty Plaza is my biggest concern. I like the green space. I can see having a permanent stage, but not in the proposed location, and I can see having a small restroom facility. However, I very much dislike the idea of the corner building selling food; the building would eliminate too much green space and the sale of food would take business away from the restaurants already on the square.	7/31/2017 4:20 PM
4	Why is the government paying for community art? This is a failing liberal ideology that has no place in Troy, move to Yellow Springs. You have Hobart, Treasure Island and Prouty for various size venues. Prouty's current set up allows for flexibility for lot usage. The proposal appears to be a fixed permanent set-up. The proposal appears to limit the seating capacity and available area for crowd occupancy. This is a foolish decision and a waste of taxpayer funds.	7/30/2017 12:01 AM
5	Too much stuff in a small area!	7/29/2017 11:31 PM
6	This is a small town we are not Dayton or Dublin or Detroit	7/28/2017 2:29 PM
7	Still not clear what the Troy Truck yard is?	7/27/2017 9:46 PM
8	The city of Troy is missing out when it comes to food trucks. They've placed such a stigma upon them. We drive 30-45 minutes on a regular basis to eat at them, yet our city chases them away. Many great food trucks look at anything north of 70 as a wasted trip because the food truck community is not supported.	7/26/2017 12:25 PM
9	Place a permanent stage on Prouty. Dislike idea of selling food.	7/23/2017 7:26 PM
10	While re utilization of the spaces is beneficial, it should be left to individual investors and not the city	7/21/2017 7:55 PM
11	Why a food building on the Plaza taking up space? There's plenty of food options available presently. No question re: VanCleve School Redevelopment	7/21/2017 5:20 PM
12	I like the artist in residency idea. I think this will be successful.	7/21/2017 4:48 PM
13	What about Prouty Plaza is being examined in this phase?	7/21/2017 11:50 AM
14	The redesigned Prouty Plaza is a poorly thought idea for how this space is or should be used. It will reduce the audience size to less than 100 vs the several thousands it can now support. Having a compacted crowded Prouty and a confined Cherry Street Commons appears to give us two limited and restricted audience spaces basically adjacent to each other. If you are seeking to keep Troy relevant, being able to have a wide open Prouty Plaza that can easily annex the parking lot behind Prouty and the parking lot to expand the offerings for downtown events (beer festivals, book festivals, etc.) seems like the better bet. Younger people will be attracted to larger spaces that offer gathering spaces for small to large crowds, not a bunch of tiny cramped spaces. That's pretty much true for all generations and ages.	7/20/2017 11:59 PM
15	I like the idea of having a permanent stage and some artwork, but am very concerned about choking down the ability to have large events in the square. Open up stage to square, not to a building, please.	7/18/2017 9:37 PM

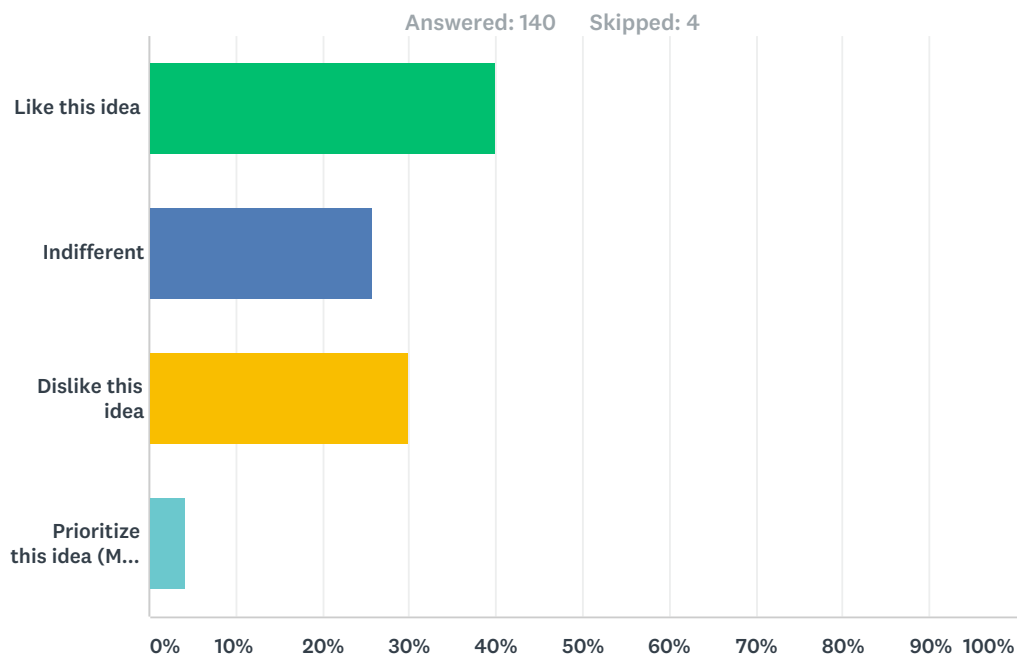
16	who thought this crap up? Clearly nobody who has ever lived in Troy! Condos behind the arena and stadium? I want whatever that guy was smoking! And enough with the fucking bike lanes already. Traffic is shitty enough already, and now that the new hospital is being built, we need to ADD traffic lanes and parking options for CARS, not bikes. Besides, aren't bikes already supposed to be able to use the streets? Seems a bit silly to take away prime traffic lanes for something so unnecessary. And don't get me started on the artist bullshit. Just what we need, free space for a bunch of poor hippies to mope around in. That will certainly bring my family and I downtown...NOT.	7/16/2017 10:54 AM
17	In these plans I see the openness of our town turning into an overfilled closed off community. I also see parking diminishing rather than increasing. Maybe I'm missing something with the parking solution, if I am so are others. It should be highlighted how parking issues will be resolved. Don't give me access to downtown with a bike lane, it isn't going to happen. I was downtown recently and had to drive around the block 5 times before I finally gave up and went elsewhere. Parking is a huge issue and it seems the planning committee thinks we are going to just start riding our bikes everywhere. If I'm dressed up to go out I'm not going to ride my bike and get all sweaty on my way to dinner. I feel like this biking initiative was created by someone in California who doesn't understand Midwestern weather. Biking is seasonal here and I feel like that point is being missed somewhere. You can't make a plan to draw more people to downtown yet provide them with less parking. Overall I think this plan has good ideas to rejuvenate some of the forgotten areas of town. I just don't want it to get too big that Troy loses its small town appeal. That is the reason so many love the town. We are a small town with close access to big city amenities. Just because we attend the big city amenities in Dayton and Cincinnati doesn't mean we want those attractions and overgrown feel of the big city where we live and raise our children. We like our small town and the openness of our town. Don't bog it down with too much and don't make it impossible to drive through downtown, with your one way streets and single lanes that everyone starts to avoid downtown all together.	7/15/2017 8:20 AM
18	Based on Thursday presentation couple of the above items need to provide more details.... Artist in residency program, and permanent plans at prouty plaza, feel kind of glossed over those.	7/15/2017 8:13 AM
19	concerts should stay at Prouty Plaza	7/14/2017 10:32 PM
20	You really need to do better with communication. I had no idea there were plans for downtown renovation. When and where is this being discussed?	7/14/2017 10:27 PM
21	I have not heard about what the Prouty Plaza plan in #5 is referring to, nor the Two Truck Yard.	7/14/2017 3:36 PM
22	Waste of money.	7/14/2017 2:11 PM
23	What are we doing to promote/create job that have a real impact in this community?	7/13/2017 10:38 PM
24	Trains come through Troy on a regular basis. The noise would disrupt any function going on outside. Parking issue still remains	7/13/2017 3:14 PM
25	Do not raise property taxes.	7/13/2017 2:24 PM

Q15 2-5 Years ; Phase 1 of River District



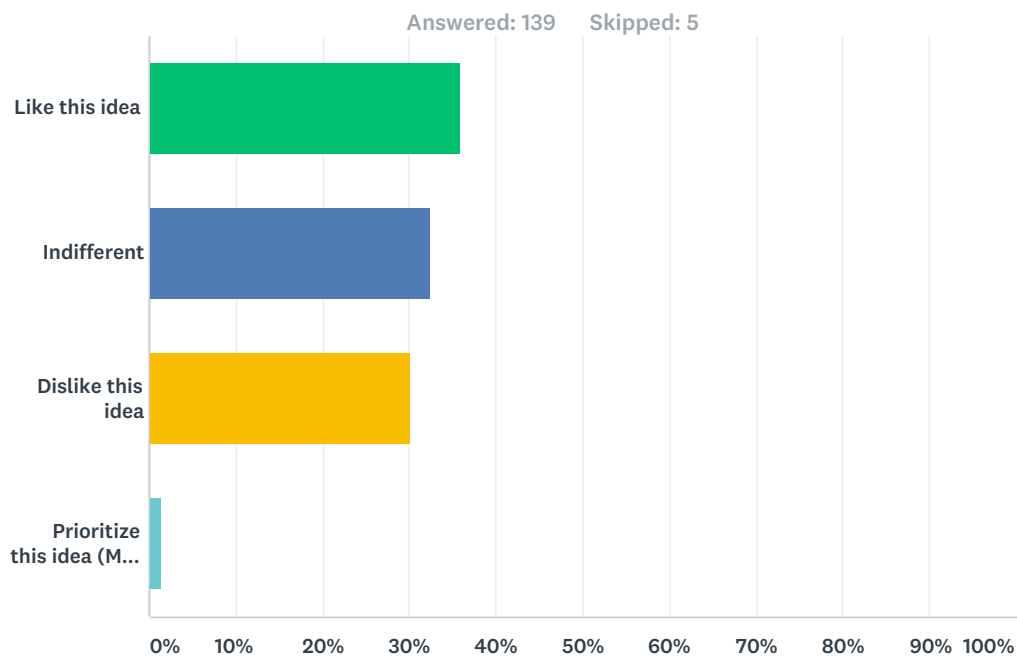
Answer Choices	Responses	
Like this idea	39.44%	56
Indifferent	19.01%	27
Dislike this idea	35.92%	51
Prioritize this idea (Make this Happen Sooner)	5.63%	8
TOTAL		142

Q16 2-5 Years ; Infill Housing



Answer Choices	Responses	
Like this idea	40.00%	56
Indifferent	25.71%	36
Dislike this idea	30.00%	42
Prioritize this idea (Make this Happen Sooner)	4.29%	6
TOTAL		140

Q17 2-5 Years ; Condo Pool



Answer Choices	Responses	
Like this idea	35.97%	50
Indifferent	32.37%	45
Dislike this idea	30.22%	42
Prioritize this idea (Make this Happen Sooner)	1.44%	2
TOTAL		139

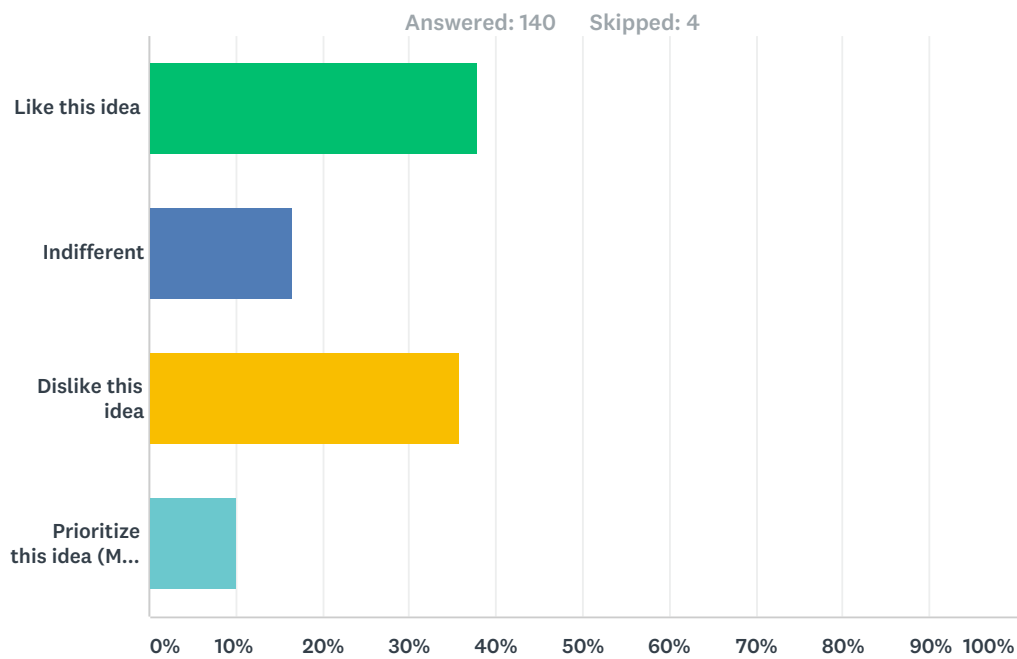
Q18 Any Additional Comments

Answered: 28 Skipped: 116

#	Responses	Date
1	I am concerned that buildings in the current Hobart parking along with buildings behind the stadium will have a negative impact on school events. The parking spots are definitely needed. The area behind the stadium is the Cross Country course as well as the place the Track team uses for shot put. Without these areas, we will have difficulty hosting meets which are the main way our sports make money. If shops are built here, their revenue during any sporting event would negatively impact concession sales which, once again, are VITAL to making money for our sports teams.	8/8/2017 2:15 PM
2	I like the condo pooling, but infill housing?	8/3/2017 1:36 PM
3	the bike lanes are an insane waste of money, this town is not made up of people who bike like that, nor is this a HUGE city that needs this. They are trying to make Troy a little Columbus or Cincinnati and there is no reason for it whatsoever. I get having pride in your town, but you aren't going to draw the crowds you want for the purposes you want. There are no big colleges in this down that would want young people to come here. Then taking away Van Cleve...the original high school...which is pretty much historic to this town to add apartments?!?! Hello!! what is going on in the planning departments heads that they are not seeing that nearly ALL these changes are not for the best of our community, but purely just about trying to gain revenues. Such a shame and so glad I moved out of this town earlier this year! I used to have hometown pride, seeing as I was born and raised here for 34 years, but the stupidity that is setting is has more than made me glad about my decision to raise my kids elsewhere.	8/3/2017 11:42 AM
4	It appears to me that Phase 1 of the River district would take away parking for the Hobart Arena and for local use of the Stadium. During events held at either location parking is filled to the max now with overflow going into the park.	8/3/2017 10:58 AM
5	The River District really concerns me. Having green space is an asset. It's a public space, open to everybody. It's beautiful, and right now I'm against building there. I'm concerned that if we put mixed use buildings in that area the apartments/lofts in those buildings will be expensive, restricting access to people with high incomes only. That then gives high-income people greater and easier access to our community recreational facilities and events, and I don't think that's the correct way to use space that's always been accessible to everyone.	7/31/2017 4:20 PM
6	Phase 1: where is the parking for Hobart, events on the levee, and at the stadium? You encourage new development in this area, but what happens when the businesses of phase 1 leave town? You have even more "eyesores" like what is on Water Street that it makes Springfield look like America's Hometown runner-up finalist. Infill Housing: what is the statistical rate of crime in the City of Troy for multi-family dwellings compared to those of single family developments? You want more multi-family dwellings?	7/30/2017 12:01 AM
7	I love living in Troy because it is a small community, that is safe. I think this huge expansion of rental properties will attract people to our community that do not appreciate the safety of a small community. I do not think adding more rentals is a good idea AT ALL. Millennials will only be young for so long, then they'll finally have families, pay off their college debt, and buy homes outside of town. What will you do with all these complexes then?	7/29/2017 11:31 PM
8	More parking!	7/29/2017 1:58 PM
9	Troy doesn't need a pool we have one of them already need no more bars or brewery	7/28/2017 2:29 PM
10	Not clear if any of this is low income housing?	7/27/2017 9:46 PM
11	Troy needs more housing options. But it also needs to get the general cost of housing balanced. So many people are looking to buy or rent outside of Troy due to cost and available options.	7/26/2017 12:25 PM
12	According to the 90+page presentation, Troy has an overabundance of large single family homes, yet we continue to build more. ??? I'm also leary of any type of rental properties because the ones in my neighborhood are not always well kept and I fear that without proper property management these grand ideas for condos could go awry.	7/23/2017 11:49 PM

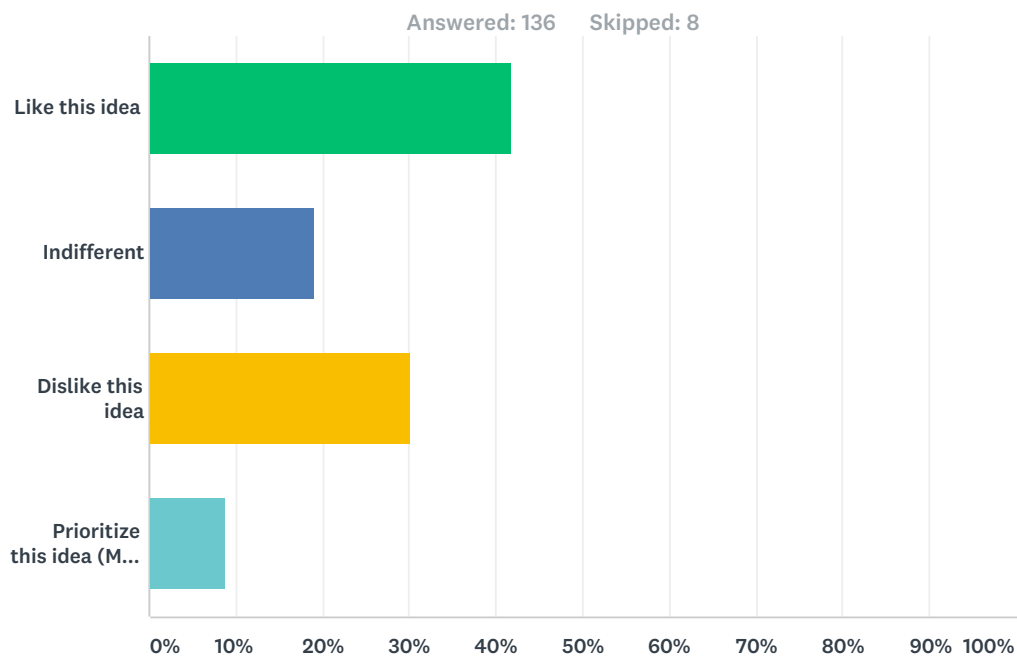
13	How stupid are you?!?!?? Parking is at a premium around Hobart Arena and you want to limit it by putting mixed used facilities there that. Mixed use properties wedged behind the stadium and levy...ridiculous...you are adding to parking problems and and noise/light issues with the stadium. Condo pool is for private developers to create based on demand, not the city. Brewery/roaster in a residential neighborhood...so much for single family zoning	7/21/2017 7:55 PM
14	Phase 1 of river district may not be feasible due to water fields.	7/21/2017 5:20 PM
15	I'm not sure how you will make the river properties look good on the levy. Plus it will be difficult to execute. Not a good place for these things.	7/21/2017 4:48 PM
16	As discussed in the informational meeting on July 20th, even Wade acknowledged that he can't develop some of his existing properties since he can't offer dedicated parking spots. Without parking taken into account before or in conjunction with adding condos and infill housing downtown, it will be a tough sell unless the residents are working downtown or can easily bike to work. But how many will want to bike to work and be cold or sweaty when they get to work? There needs to be more to the plan than bikes and individually owned cars to make this a cohesive and comprehensive plan. And referring to this as a "riverfront plan" is a giant misnomer if the river isn't made the centerpiece of it all. In all the plans I've seen, the river is never the centerpiece. It is a natural resource that deserves the spotlight as a key piece to what makes downtown Troy vital and different. So many towns across the US, Europe, etc have non-river traffic rivers in their cities and find a way to make the river the attraction. In none of these plans have I seen the river ever be made an attraction other than as something elite condos overlook - hardly a city-wide attraction.	7/20/2017 11:59 PM
17	I'm an empty nester. You seem to think I should downsize my 3,000 square foot house. It's not happening. You don't seem to know what people like/need. As someone who has rentals, people get what they can afford. Housing rentals start at \$650 on Patton and go up exponentially from there. Most can't rent a house because they can only afford an apartment and there are too few available. If someone with an average income can afford your condos and have a dedicated parking spot, it's a good idea. Turning Brukner park into housing instead of parking is a terrible idea.	7/17/2017 11:35 AM
18	We will be losing much of the charm that us older people in Troy have loved so much. Leave well enough alone.	7/16/2017 3:50 PM
19	Look, I get the idea behind this. But these suggestions are so impractical, they're a joke. We are all for making our town awesome or whatever, but this "study" isn't worth the paper it's written on.	7/16/2017 10:54 AM
20	More downtown residents will require additional parking.	7/15/2017 11:35 PM
21	We need a brewery!	7/15/2017 8:34 AM
22	Picked like "choice" due to others not exactly fitting. What is the difference between infill housing and the condos, other than the condos are on the north side of levy. Don't remember much in presentation about infill housing . May need to come again Thursday.	7/15/2017 8:13 AM
23	concerts should be on Prouty Square	7/14/2017 10:32 PM
24	I am still puzzled why this renovation project has not been publicized. Why not? Who is responsible for communication?	7/14/2017 10:27 PM
25	I don't know what you are showing there with the Hayner block, but don't!	7/14/2017 3:36 PM
26	Need to lower bills.	7/14/2017 2:11 PM
27	Very important that housing is quality with the goal of attracting professionals and families in the surrounding areas that will be working in our area.	7/14/2017 9:42 AM
28	No parking available.	7/13/2017 3:03 PM

Q19 5-10 Years ; Bridge



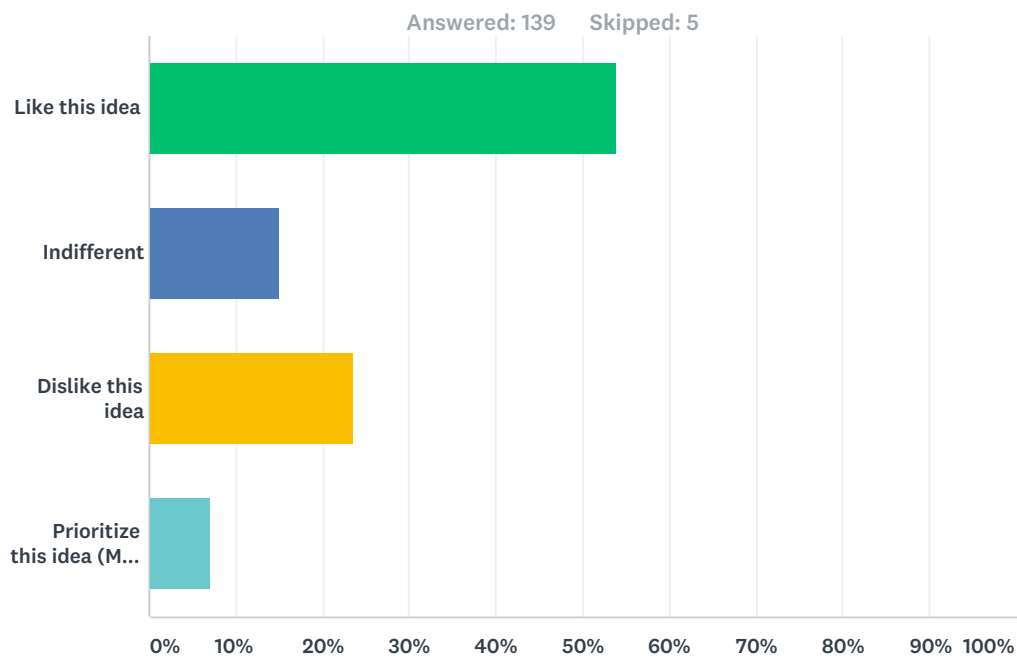
Answer Choices	Responses	
Like this idea	37.86%	53
Indifferent	16.43%	23
Dislike this idea	35.71%	50
Prioritize this idea (Make this Happen Sooner)	10.00%	14
TOTAL		140

Q20 5-10 Years ; Public Square



Answer Choices	Responses	
Like this idea	41.91%	57
Indifferent	19.12%	26
Dislike this idea	30.15%	41
Prioritize this idea (Make this Happen Sooner)	8.82%	12
TOTAL		136

Q21 5-10 Years ; East Water Street Redevelopment



Answer Choices	Responses	
Like this idea	53.96%	75
Indifferent	15.11%	21
Dislike this idea	23.74%	33
Prioritize this idea (Make this Happen Sooner)	7.19%	10
TOTAL		139

Q22 Any Additional Comments

Answered: 23 Skipped: 121

#	Responses	Date
1	the bike lanes are an insane waste of money, this town is not made up of people who bike like that, nor is this a HUGE city that needs this. They are trying to make Troy a little Columbus or Cincinnati and there is no reason for it whatsoever. I get having pride in your town, but you aren't going to draw the crowds you want for the purposes you want. There are no big colleges in this town that would want young people to come here. Then taking away Van Cleve...the original high school...which is pretty much historic to this town to add apartments?!?! Hello!! what is going on in the planning departments heads that they are not seeing that nearly ALL these changes are not for the best of our community, but purely just about trying to gain revenues. Such a shame and so glad I moved out of this town earlier this year! I used to have hometown pride, seeing as I was born and raised here for 34 years, but the stupidity that is setting is has more than made me glad about my decision to raise my kids elsewhere.	8/3/2017 11:42 AM
2	I'm not convinced we need a pedestrian bridge. Adams and Market Street bridges are so close and provide adequate space for foot and bike traffic. I like the plan to put "traffic calmers" in the round about, allowing car traffic to travel on Market and Main streets. I wouldn't want to see the square closed to auto traffic.	7/31/2017 4:20 PM
3	Isn't East Water Street part of an EPA brown area? You want families to grow up living on top of spilled TCE? Why, just so the city can cram more people in a small space Hoping that they will have more citizens to collect income tax from. I'll tell you this, if they are renting there not a great deal of tax to gain from them. Bridge: For all of the "wtf" proposals this one takes the cake!	7/30/2017 12:01 AM
4	The public square is the heart of the town, this and Prouty Plaza is very important for events in downtown.	7/27/2017 9:46 PM
5	We have 2 fairly newly redone bridges now, why the need for a pedestrian only one? The Adams Street bridge especially has plenty wide enough sidewalks to feel safe and if there are issues with the Market Street bridge why were these not addressed several years ago when the bridge was redone?	7/23/2017 11:49 PM
6	Pedestrian bridge should connect the marina and park (and Duke Park), not go where we already have 2 bridges to get you there. Traffic into/around the square needs fixed (ie no left hand turns from Market onto Canal or Franklin St). Water St redevelopment based upon market forces and private investment, not city	7/21/2017 7:55 PM
7	If unable to build over Water Fields, would a bridge still be needed? I chose Indifferent on Plaza as, "I'm not sure yet".	7/21/2017 5:20 PM
8	We have 2 bridges, one with an extra wide sidewalk. Not sure why we would spend money on a 3rd bridge. That's a waste. Closing the square and making it a walking area wouldn't bring people downtown, plus parking would be even more of a nightmare.	7/21/2017 4:48 PM

9	<p>The pedestrian bridge confounds me as to "why?" There are two bridges on either side of the proposed bridge, each within easy walking distance of each other, let alone a connecting pedestrian bridge in between them. If the existing bridges are not adequate for use by the public, then it seems like it would be easier to build and maintain by modifying those bridges than to build an entirely new bridge that must be built and maintained. If the access to parking is the issue, even using a trolley bus system that offers free transportation from the parking lots to various drop off locations around downtown seems like a better option. It adds a kinetic energy having quaint trolley cars moving around downtown, provides mass transit between the parking lots and various locations and businesses downtown. Adding bike racks to the trolleys then offers the bikers easy access to and around town. The squareabout confounds me as well. Touting that having the public space in the middle of the intersection as a safe area for families seems contradictory. At least with Prouty Plaza, it is only bordered on one and half sides by roads, with a parking lot offering dead space for the half side. It would seem a smarter plan to close off the west side of the circle and the first block of West Main as a pedestrian mall, keep Prouty the way it is and have an entire block that can be set up for use as what Cherry Street Commons is supposed to be. Extending active downtown into East Water Street makes sense as it's an obvious direction to grow the active downtown activities. But since it's a long-range plan, allowing the space and plans for that phase of expansion to be fluid at this time makes sense. But having a solid, cohesive, coherent, thought out plan from Day 1 seems like the best plan and I don't see how the proposed plans offer a coherent plan where the steps in years 0-2 help propel growth and development leading into 3-5 and 5-10 and 10+ plans.</p>	7/20/2017 11:59 PM
10	<p>I like a ped bridge across the river as long as it is economical and does not detract from city. I am very against the structure type shown. This type of bridge on that alignment is unduly expensive to design construct and maintain. Especially with crossings at Market and Adams. I like improving the function and use of the square, but not at the cost of transporting traffic through Troy on Sr-41 & Sr-55. The 'square about is too extreme at this stage with no other details.</p>	7/18/2017 9:37 PM
11	<p>I don't understand the walking bridge especially since the bridges already here are adequate. During the colder months, the bridge will be an awful place to walk with the cold wind. The planning for the infill housing on the north side of the river would be enhanced if Sherwood actually had stores and the shopping there could help the new residents. Parker Behm found a hardware store, pizza place and theaters to make life better for Sherwood. Can't the city use incentives to find retail operations?</p>	7/18/2017 12:41 PM
12	<p>If you want to create all of these additional users of the downtown area, why get rid of parking and streets. Main Street is already busy.</p>	7/17/2017 11:35 AM
13	<p>What need is there for a walking bridge between two perfectly good bridges with sidewalks. One of which was just rebuilt to accommodate more people on foot and on bikes. Also, if the roundabout were to be converted to a "squareabout" how would that affect the high level of large trucks that travel through on a daily basis? I'm not sure the squareabout would easily accommodate the semi trucks that use the current roundabout because after all, it is a junction for 2 state routes.</p>	7/16/2017 5:49 PM
14	<p>You want to make a difference? kick out all the heroin addicts in the shabby housing east of downtown. and west. and south. and north. yeah, that will work.</p>	7/16/2017 10:54 AM
15	<p>A walking bridge between the two existing is an expensive boondogle. The Adams street bridge was built to be pedestrian and bike friendly. The vehicle regestering residents even ponied up the extr millions to put river overlook platforms on it. The new residents will be happy to walk the extra 100 feet to cross an existing bridge. Same thought with a water street park. The are already two parks within eyesight of the proposed additional park.</p>	7/15/2017 11:35 PM
16	<p>If part of the plan is to link to the treasure island area, I think a bridge closer to that area makes more sense. Just having a bridge from the parking lot to water street when the idea is that people will end up on market is redundant. They can walk along the river corridor, enjoy the swings if they want, and get across at market street. I liked many of the ideas for the square, especially the one that closes off they traffic. The question that raises though is, what about the state truck route? Semis certainly can't maneuver through the back streets.</p>	7/15/2017 2:44 PM
17	<p>Bridge is fine and probably needed if you have the condos. All comes down to financing and who does it. I would be interested in seeing where the proposed rerouting of state routes are going to be. Great concern if you continue to route traffic away from downtown that you will actually get more people downtown and attain your goals.</p>	7/15/2017 8:13 AM
18	<p>These ideas are not known to me, and not explained here.</p>	7/14/2017 3:36 PM

19	Makes no sense.	7/14/2017 2:11 PM
20	Like the idea of still having a public square to access but down to one lane with more bike & pedestrian friendly options.	7/13/2017 10:38 PM
21	I prefer the round-about option for the public square.	7/13/2017 4:33 PM
22	Parking issue! Bringing more people to Troy and yet our ongoing issue is not addressed!	7/13/2017 3:14 PM
23	We need this plan	7/12/2017 3:02 PM

Q23 Any Additional Comments

Answered: 33 Skipped: 111

#	Responses	Date
1	What will be done with the ball field?	8/8/2017 2:15 PM
2	Building this city up may bring in more people & more money but it will also bring more trouble & more drugs. How about let's start focusing on the heroin & meth epidemic in Troy instead of bike lanes & stupid shit like that!	8/3/2017 9:09 PM
3	Troy is unique, that's why people move here. Don't try to make it something it's not. If you're going to try to make this better and bring in more residents, why not work on something that would assist this quicker, such as public transportation? Parking is completely terrible, so bring people in via public transit to offset this. Don't rely on building new buildings.	8/3/2017 1:36 PM
4	Stop trying to grow Troy into a mini Dayton! With all new development comes new/more people & more trouble! Again Troy is going nowhere but downhill!! Will be moving out of it soon!	8/3/2017 12:52 PM
5	I have observed the Adams St. bike lanes almost every day, since I live on Stonyridge and use Adams St. several times a day. The use of the bike lanes are a waste of use of a public street. Very, very little use	8/3/2017 12:10 PM
6	the bike lanes are an insane waste of money, this town is not made up of people who bike like that, nor is this a HUGE city that needs this. They are trying to make Troy a little Columbus or Cincinnati and there is no reason for it whatsoever. I get having pride in your town, but you aren't going to draw the crowds you want for the purposes you want. There are no big colleges in this town that would want young people to come here. Then taking away Van Cleve...the original high school...which is pretty much historic to this town to add apartments?!?! Hello!! what is going on in the planning department's heads that they are not seeing that nearly ALL these changes are not for the best of our community, but purely just about trying to gain revenues. Such a shame and so glad I moved out of this town earlier this year! I used to have hometown pride, seeing as I was born and raised here for 34 years, but the stupidity that is setting is has more than made me glad about my decision to raise my kids elsewhere.	8/3/2017 11:42 AM
7	Is the school district planning to close Kyle and Van Cleve? If so, I like the idea of mixed use and residential in these blocks. I'd want to see housing that was accessible to people of all incomes, not just middle and upper-middle class. I do not like the idea of separate "senior citizen" housing. I think we should be creating intentional communities that allow for people of different age and income and race to interact.	7/31/2017 4:20 PM
8	hard to give an accurate response to this survey when I know so little of the actual plans. I can see the "vision" on these maps, but know little about them.	7/31/2017 11:47 AM
9	I'm going to start investigating how to create a ballot initiative to ensure that nobody on the board of this committee profits from this plan. This proposal needs to be approved by a vote by the citizens of Troy.	7/30/2017 12:01 AM
10	I don't understand the purpose of overcrowding downtown. People like the small town feel of Troy. Cramming multiple story buildings all over the place will make it crowded and unsafe. Additional costs will be incurred for fire, police, and EMS with a spike in the population. Your study says Troy will be the most sought after town in Ohio, there's no way! People who have lived here for many years will leave. Also, who is paying for all of this? There's no way you can justify using taxing dollars for all of this! Also, people on the Troy Main Street committee should not be allowed to profit from this plan, that seems like a conflict of interest. For example, realty companies and development companies.	7/29/2017 11:31 PM
11	Who is working on attracting those new businesses to help pay for these ambitious endeavors? How much are you going to burden us taxpayers? Tell us way in advance BEFORE projects are started!	7/29/2017 8:24 AM

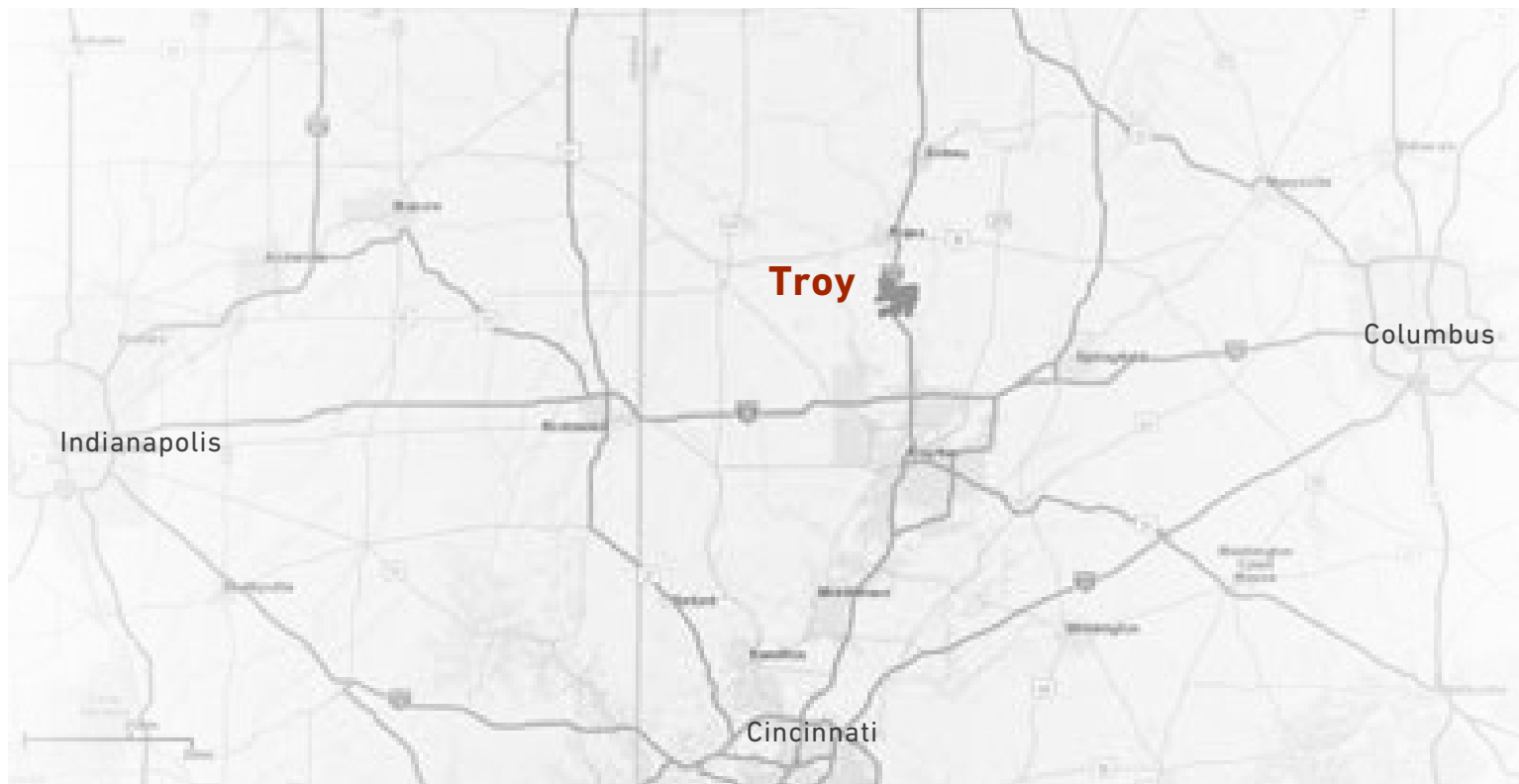
12	If you are going to have a "prioritize this" option you should also have a "please do not do this" option. I would like to point out that the area that was studied includes quite a large chunk of neighborhood south of downtown; however, it includes practically nothing west of downtown. I do not believe that all demographics were considered in this study. From what I understand the focus groups consisted mostly of middle aged business persons, this is not representative of the entire community and skews results. As a young voting citizen who works downtown and lives within a mile of the square I am very upset by the way this study was conducted.	7/28/2017 10:52 PM
13	We love Troy and all the entertaining and local shopping available. We moved here 3 years ago from 20 yrs in Covington because we spent so much time downtown. I buy as much as possible from locally owned stores and attend most all events downtown. We would love to be able to ride our bikes to the circle however.	7/27/2017 9:46 PM
14	This whole plan is rubbish. The city needs to focus on traffic congestion and parking issues. Quit wasting money on plans from developers and cockamamie projects. Spent millions on a stupid marina that goes largely unused, cant figure out why a tax for a bloated and overreaching recreational plan failed, and now you want citizens to support this.....REALITY CHECK	7/21/2017 7:55 PM
15	We love the downtown and the levy area, having walked many miles on both. We moved here almost 3 years ago and have no regrets.	7/21/2017 5:20 PM
16	I was not impressed with how you'd bring millenials back to the area. You aren't doing anything special to make them want to live here. A bike path will not bring them back. Try bringing in new musical acts to town or have special nights for them (such as suggesting businesses offering a "student discount" or something during events such as Troy streets alive or concerts) if you are not serious about wanting a younger crowd in Troy, then do not list it as a "priority"	7/21/2017 4:48 PM
17	While I like the ideas presented; I do understand the parking issues and as I travel throughout North America for business I have many opportunities to see what other communities are doing. While this is NOT in the plan nor part of this project; I would like to see better control of the over sized vehicles parking downtown. Athens GA has handles this very cleverly with lines painted at the rear of the parking spots that are a visual that you are parked within the allotted space. Other communities have begun "backing" in diagonal parking and while I'm sure that was a change hard to take; it seems to be a very smooth and safe way to leave your parking space. Thank you to all for the hard work you are putting into this project to keep Troy a wonderful place to live, work, volunteer and play!	7/21/2017 10:31 AM
18	I love the initiative and the willingness to reach for the stars with active planning and action. Regarding is going to be tough without bringing more in to make downtown area more of a destination. Bringing in a microbrewery, an art scene, music, a good coffee shop (ala Night Sky), more things for people to do will go along way to generate more interest in developement and downtown living. Thank you for involving the public.	7/18/2017 9:37 PM
19	We don't have "Tiger Stadium" which was mentioned in phase 2, I believe, when it talks about the north side of the river. This looks like a template that you customize and not a real initiative. I am not normally a negative person but there is very little in this plan I can find to be positive about.	7/17/2017 11:35 AM
20	I think all of these plans need more input from the residents of troy. I would also like to point out that I'm not a huge fan of closing downtown streets for concerts and festivals. Considering that we dumped boat loads of money into treasure island. Why isn't that location being utilized more?	7/16/2017 5:49 PM
21	Building on the levee on the north side of the river would be a terrible mistake. This area is considered like park land by many, many Trojans.	7/16/2017 3:50 PM
22	All of these questions have no meaning to me since there is no explanation of what these projects are, & I've not seen any literature or been to a presentation. I came to this because a card was given to me at the concert for feed back on the concert. So I just picked comment #4 to give my opinion.	7/16/2017 2:57 PM
23	I hope you didn't spend a lot of money on this bullshit.	7/16/2017 10:54 AM
24	This is good stuff.	7/15/2017 11:35 PM
25	If the above item is the future initiatives of building senior living on the current athletic fields, believe you need to very seriously consider comments offered by Mrs. Jones and Mr. Terwilliger at the July 3rd council mtg. I would have to vote a strong dislike for Sr. Housing at current athletic fields site	7/15/2017 8:13 AM

26	not real sure where you want to put senior housing...	7/14/2017 10:32 PM
27	I would like to say that Cherry Street wasn't a bad place. Advantages are: 1. I would think traffic control for Police and Firemen. 2. Don't have kids playing along the building. Out of the sun. 4. Central location. If you keep this venue, you need to ANNOUNCE BEFORE THE CONCERT and put up signs, NO SMOKING. very, VERY RUDE OF A FEW. Also, very disappointed in who is in charge of the speaker system. Way , way to LOUD. 12 people left after the first 2 songs. I used ear plugs and I still could hear the them. Same way at Treasure Island. I cannot believe no one else has ever complained. Were not a bunch of 25 year olds that attend these things, most people are over 50 and want to list to music, not feel vibrations going through their body. Did I mention it is way to LOUD. Ridiculous!!!!	7/14/2017 9:34 PM
28	Big ideas! Mind expanding. Some exciting stuff here!	7/14/2017 3:36 PM
29	You need to get the drugs and criminals out of Troy before anyone will move here or stay here or do business here.	7/14/2017 2:11 PM
30	Where is all the money going to come from?	7/13/2017 3:14 PM
31	Stop messing up troy	7/13/2017 3:09 PM
32	We need cheaper apartments.	7/13/2017 2:24 PM
33	need this plan	7/12/2017 3:02 PM

MARKET ANALYSIS: BACKGROUND

TROY, OHIO IS A HISTORIC COUNTY SEAT SITUATED IN THE MIAMI VALLEY

LOCATION

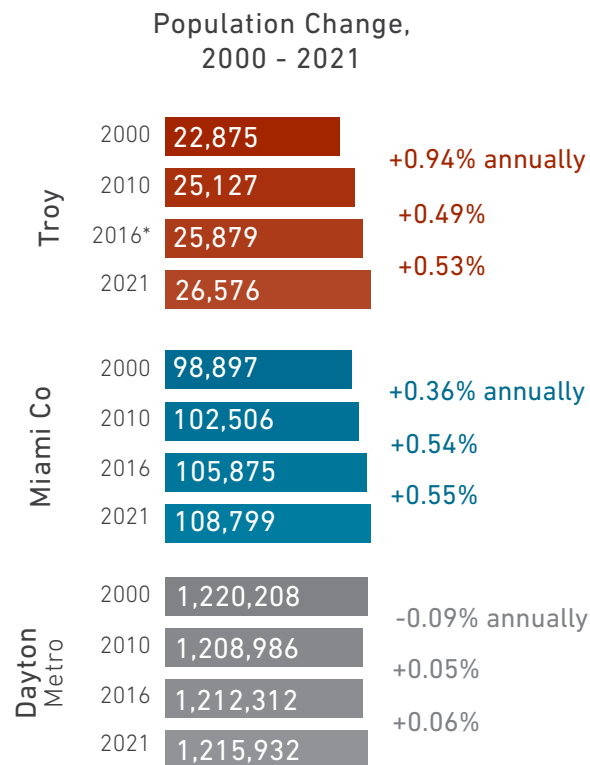


Source: Esri

MARKET ANALYSIS: BACKGROUND

DEMOGRAPHIC TRENDS FOR TROY SHOW MODEST GROWTH IN KEY INDICATORS LIKE POPULATION, HOUSEHOLDS, AND INCOMES. THESE TRENDS FACTOR INTO THE FUTURE DEMAND FOR HOUSING, OFFICE, AND RETAIL

DEMOGRAPHIC TRENDS



\$49,023
2016 Troy
Median Household
Income

\$47,784
2016 Dayton Metro
Median Household
Income

\$53,605
2021 Troy
Median Household
Income

\$53,920
2021 Dayton Metro
Median Household
Income


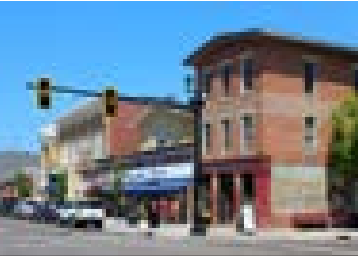

1.9% annual growth in incomes, US average
inflation (2016) was 2.1%

Source: Esri

*: Some of the growth from 2000 to 2016 was due to annexation.

MARKET ANALYSIS: BACKGROUND

TROY'S INDICATORS ARE GENERALLY IN THE MIDDLE OF ITS NEAREST NEIGHBORS

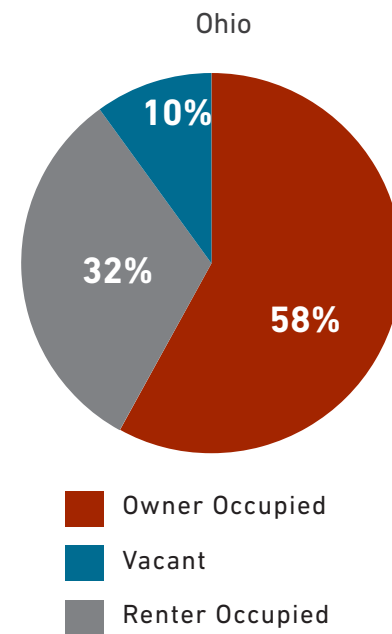
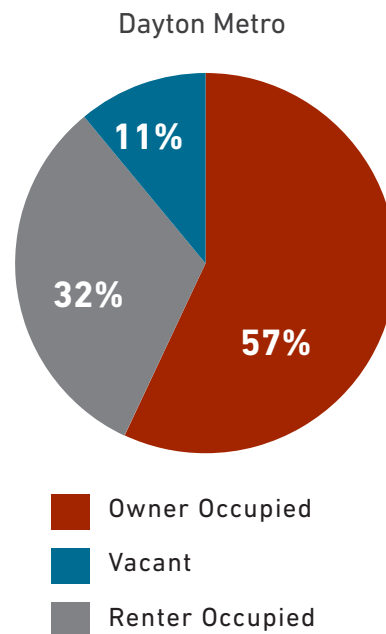
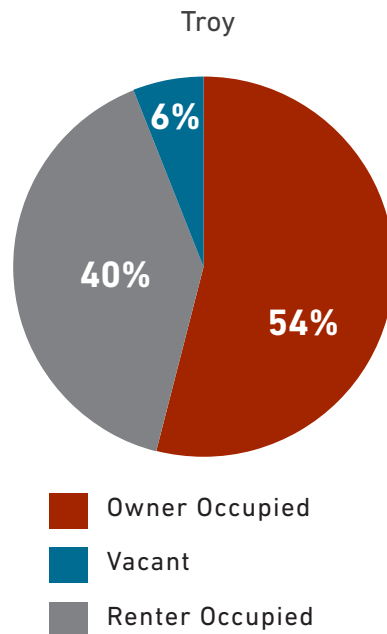
	Troy	Tipp City	Sidney	Piqua
				
2016 Population	25,879	10,100	21,330	20,984
College or University	Hobart Institute of Welding Technology	None	None	Edison State Community College
2016 Median HH Income	\$49,023	\$58,569	\$41,330	\$39,897
2016 Median Age	39.0	43.3	37.1	39.3
2016 Average HH Size	2.36	2.47	2.52	2.43
% with Bachelor's Degree or Higher	23.9%	29.8%	14.8%	10.5%
2016 Median Home Value	\$134,213	\$171,561	\$110,447	\$90,800
Largest Employment Industry	Services: 40.8% Manufacturing: 25.5%	Services: 43.2% Manufacturing: 27.2%	Services: 40.6% Manufacturing: 35.6%	Services: 35.5% Manufacturing: 32.5%
OH DoE School District Achievement Score	C	B	D	D

Source: Esri, Ohio Department of Education, Greenstreet Ltd.

MARKET ANALYSIS: RESIDENTIAL

TROY'S HOUSING MARKET IS RELATIVELY STRONG, WITH LOWER VACANCY THAN THE STATE AND THE METRO. TROY DOES HAVE MORE RENTER OCCUPIED HOMES, HOWEVER

HOUSING UNITS BY TENURE,
2016

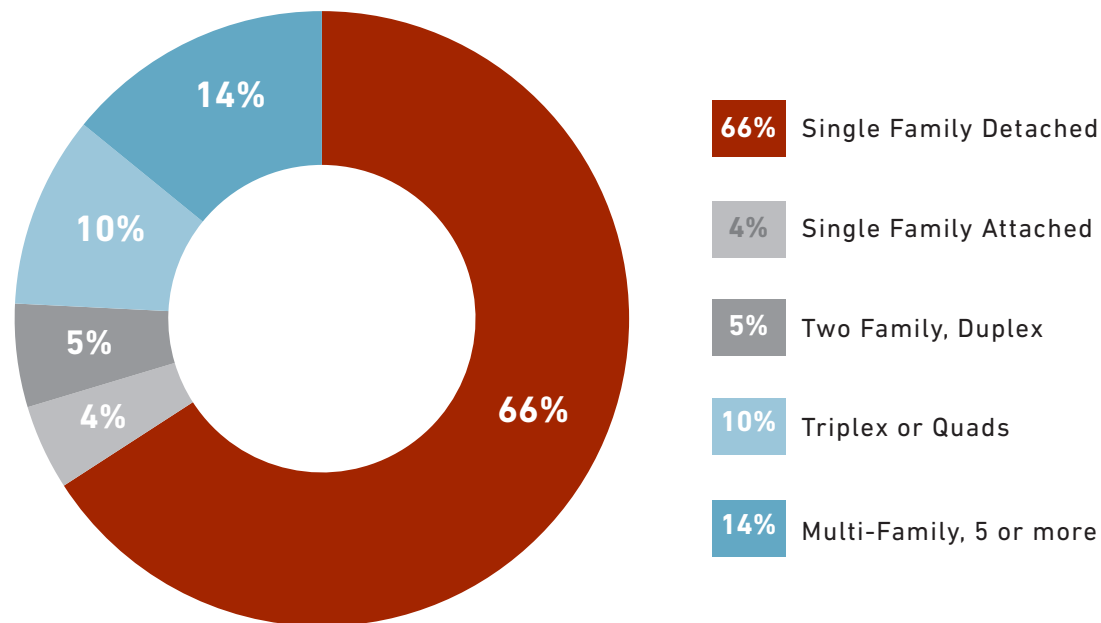


Source: Esri

MARKET ANALYSIS: RESIDENTIAL

ALTHOUGH SOME MULTI-FAMILY OPTIONS EXIST, THE MAJORITY OF TROY'S CURRENT HOUSING SUPPLY IS DETACHED SINGLE FAMILY HOUSES

TROY, OH RESIDENTIAL SUPPLY, 2015



Existing Homes by
Unit Types

Source: US Census American Community Survey 2015 Estimates

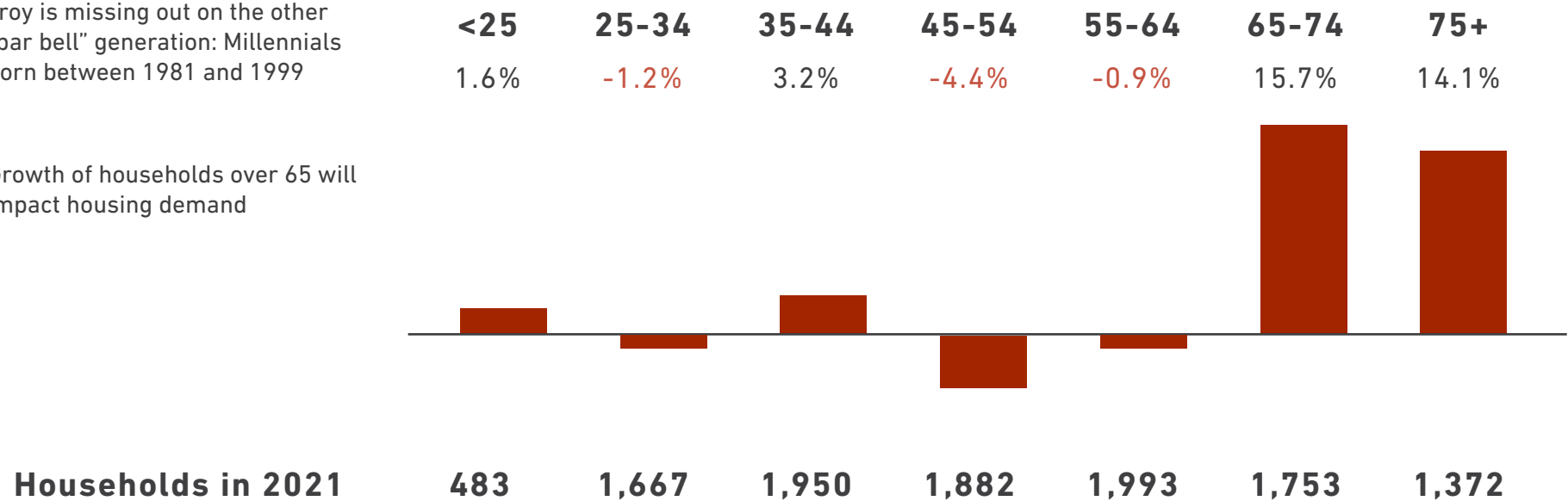
MARKET ANALYSIS: RESIDENTIAL

BASED ON PROJECTIONS, OVER THE NEXT FIVE YEARS TROY IS EXPECTED TO SEE THE MAJORITY OF ITS POPULATION GROWTH IN SENIOR-LED HOUSEHOLDS

CHANGE BY AGE OF HOUSEHOLDER, 2016 - 2021

Troy is missing out on the other "bar bell" generation: Millennials born between 1981 and 1999

Growth of households over 65 will impact housing demand

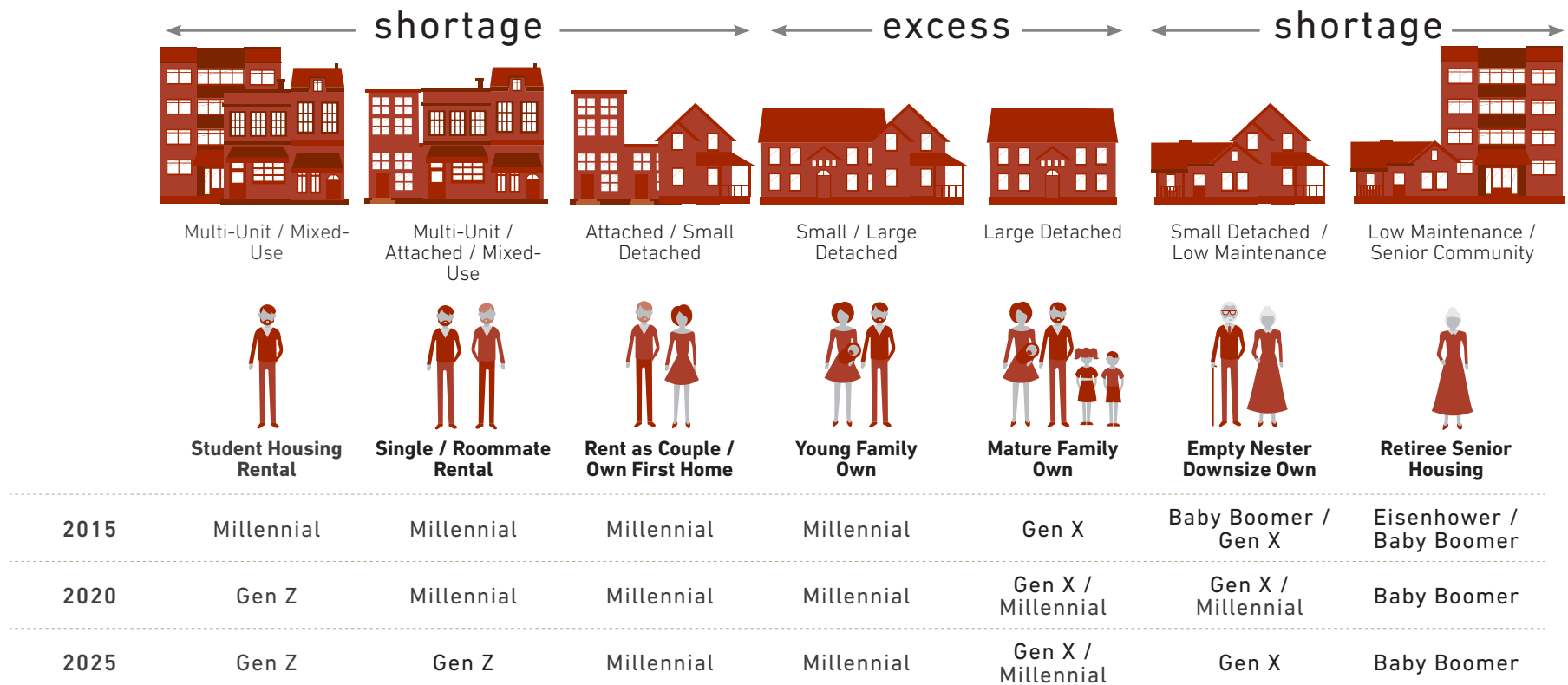


Source: Esri

MARKET ANALYSIS: RESIDENTIAL

HOUSING DIVERSITY ATTRACTS AND RETAINS PEOPLE AT ALL LIFE-STAGES. TROY'S CHANGING DEMOGRAPHICS WILL DRIVE NEW HOUSING DEMAND THAT DOES NOT MATCH ITS CURRENT SUPPLY.

HOUSING TYPE BY GENERATION



Source: Adapted from RCLCO; U.S. Census Bureau; Greenstreet analysis
 Silent/Greatest, before 1946; Baby Boomers, 1946-1964; Gen X, 1965-1980; and Millennials, 1981-1999; Gen Z, after 2000

MARKET ANALYSIS: RESIDENTIAL

SERVING, HOUSING, AND EMPLOYING BABY BOOMERS (THOSE BORN BETWEEN 1946-1964) HAS DOMINATED THE ECONOMY FOR THE LAST 60 YEARS. NO LONGER THE LARGEST GENERATION, THEIR NEEDS WILL CONTINUE TO INFLUENCE THE ECONOMY

BABY BOOMERS' INFLUENCE ON THE HOUSING MARKET



Empty Nesters

Most likely to live in the suburbs

More likely to downsize over the next 5 years and consider renting

About 60% of all seniors will change housing types between the ages of 65 and 85

A majority want "safe urbanism," or walkable communities with urban amenities, culture, and education

Desire "third places," or places to spend time outside of home or work

Willing and able to pay for what they want and where they want it (even though many will delay retirement)

Source: ULI, "America in 2015"; RCLCO National Consumer Survey; American Housing Survey

MARKET ANALYSIS: RESIDENTIAL

AS TODAY'S LARGEST GENERATION, MILLENNIALS (THOSE BORN BETWEEN 1981-1999) WILL DOMINATE THE ECONOMY FOR THE NEXT 20 YEARS. THE MOST DIVERSE GENERATION, MUCH OF THEIR GROWTH WILL COME FROM IMMIGRATION.

MILLENNIALS' INFLUENCE ON THE HOUSING MARKET



Young
Professionals



First-Time Home
Buyers

Want diversity, walkability, and proximity to jobs (however, just 33 percent are willing to pay for it which emphasizes the importance of price)

High preference for urban living (77 percent)

Emphasize design over size

Attracted to denser neighborhoods with smaller homes, with a general shift towards denser living regardless of location

Twice as many expect to be living in an attached single-family or town home in the future

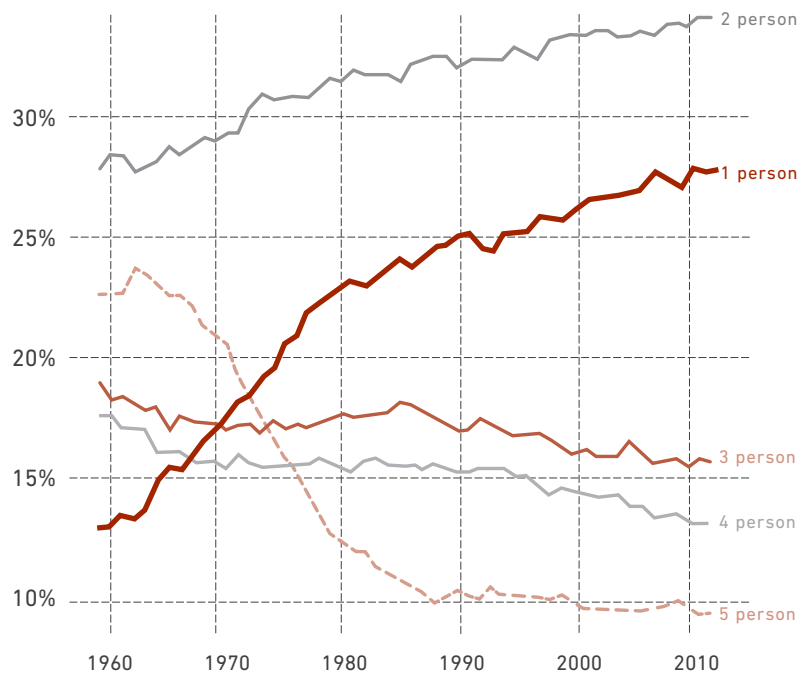
Want less reliance on cars with 63 percent desiring to live in “car optional” places

Source: ULI, “America in 2015”; RCLCO National Consumer Survey; American Housing Survey

MARKET ANALYSIS: RESIDENTIAL

AGE ISN'T THE ONLY FACTOR IN CHANGING HOUSING DEMAND. HOUSEHOLD SIZE AND MAKE-UP ALSO AFFECT WHAT IS NEEDED. OVER THE NEXT 15 YEARS, HALF OF ALL DEMAND IN THE U.S. WILL BE FROM SINGLE-PERSON HOUSEHOLDS

CHANGE IN HOUSEHOLD SIZE



Single Person Households

44% growth by 2030

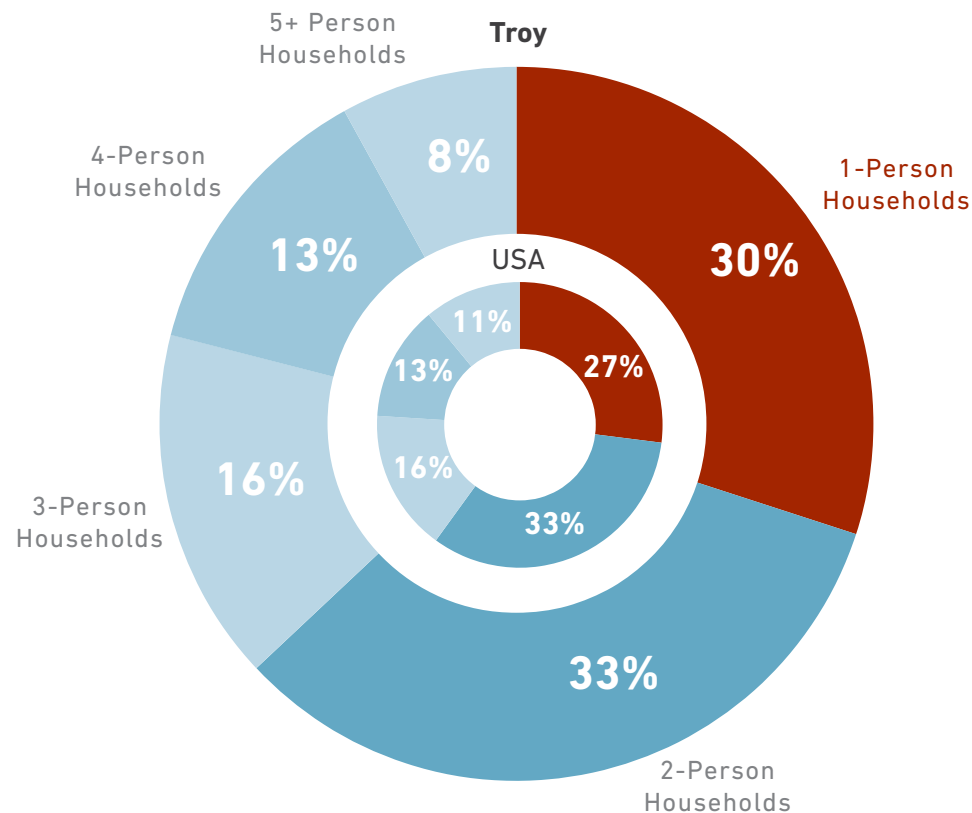
The proportion of Americans who live alone has grown considerably since the 1920s when only 5 percent of people lived alone. Today single-person households make up 27 percent of all households nationwide.

Source: U.S. Census; The Pew Charitable Trusts, "Growing Number of People Living Solo Can Pose Challenges," 2014; Wall Street Journal "One in Four American Households Is One Person Living Alone," 2014

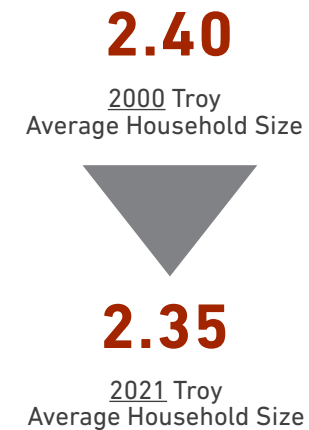
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HOUSEHOLD SIZE 2010



CHANGE IN HOUSEHOLD SIZE

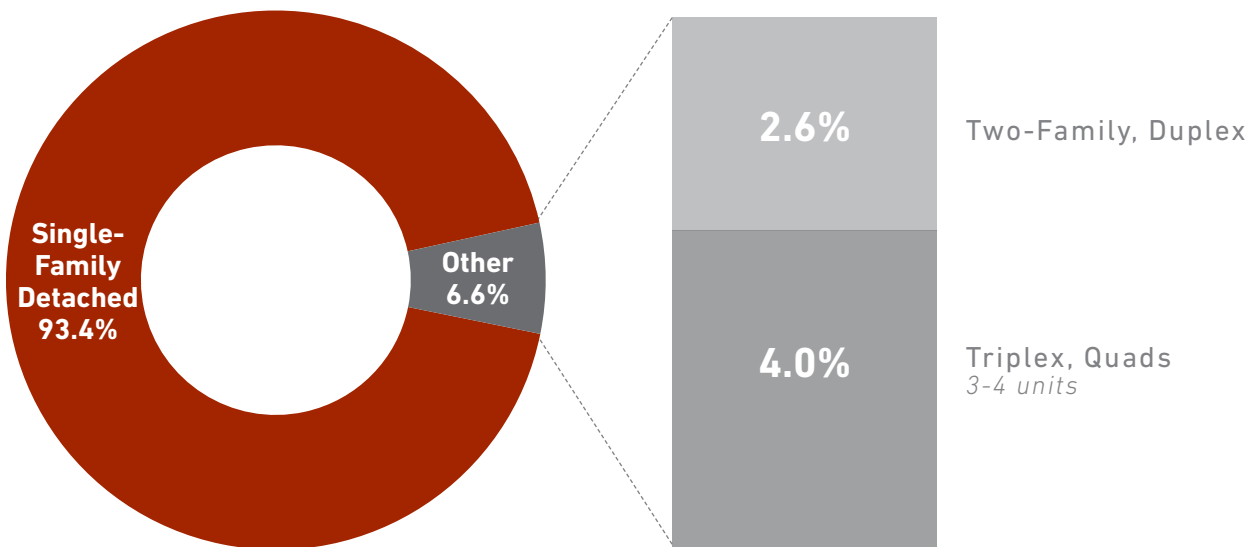


Source: U.S. Census & ESRI

MARKET ANALYSIS: RESIDENTIAL

TODAY, ABOUT 93 PERCENT OF WHAT GETS BUILT IN TROY IS SINGLE-FAMILY DETACHED. BUT ONLY HALF OF NATIONAL CONSUMERS PREFER THAT, LEAVING ABOUT A THIRD OF HOUSEHOLDS WANTING SOMETHING ELSE WITHOUT A WAY TO GET IT

DEMAND NOT DRIVING SUPPLY

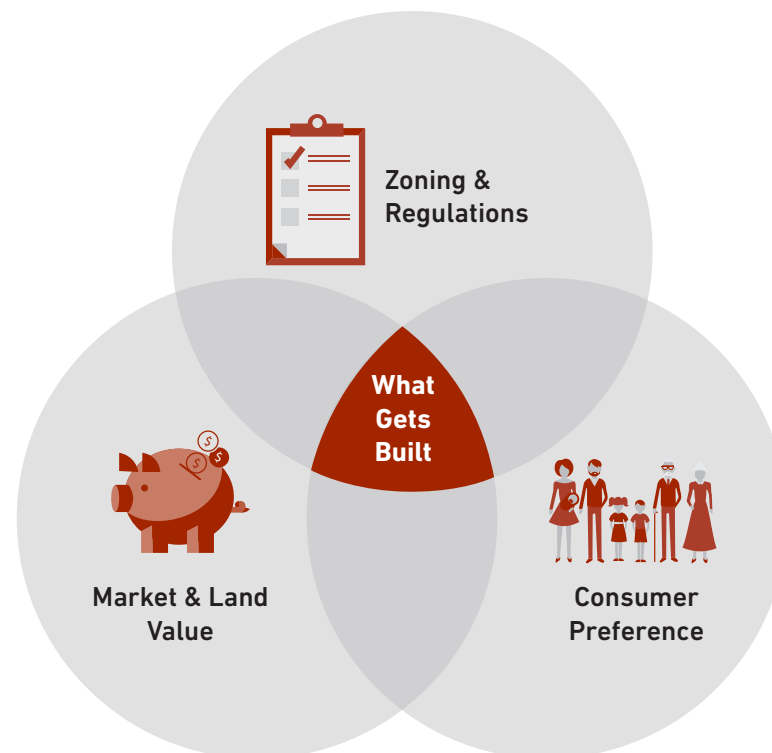


Source: US Census, 2015 residential building construction; reflects Miami County, OH new construction in 2015

MARKET ANALYSIS: RESIDENTIAL

CONSUMER PREFERENCE IS NOT THE ONLY FACTOR INFLUENCING WHAT ACTUALLY GETS BUILT IN MOST COMMUNITIES. THE REGULATORY ENVIRONMENT AND THE MARKET ALSO PLAY A ROLE

NEW CONSTRUCTION NOT SOLELY DEPENDENT ON CONSUMER DEMAND



Source: adapted from RCLCO

MARKET ANALYSIS: RESIDENTIAL

PLANNING AND DEVELOPMENT POLICIES OFTEN ADDRESS THE FAR ENDS OF THE HOUSING SPECTRUM (SINGLE-FAMILY DETACHED AND LARGER MULTI-FAMILY) NEGLECTING ALTERNATIVE DEVELOPMENT TYPES

MISSING MIDDLE HOUSING TYPES EXPAND CHOICE & AFFORDABILITY

Multi-unit or clustered housing that is in scale with surrounding single-family neighborhoods offers a solution to the disconnect between existing housing stock and shifting demographic preferences.



Source: missingmiddlehousing.com

MARKET ANALYSIS: RESIDENTIAL

DOWNTOWN TROY IS A GREAT LOCATION TO OFFER MORE HOUSING OPTIONS TO MORE SEGMENTS OF TROY'S POPULATION. BUILDING OFF OF ITS MOMENTUM, DOWNTOWN TROY CAN BE SOLIDIFIED AS A PLACE TO LIVE, WORK, AND PLAY

RESIDENTIAL DEMAND TABLE

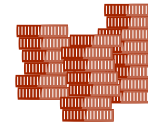
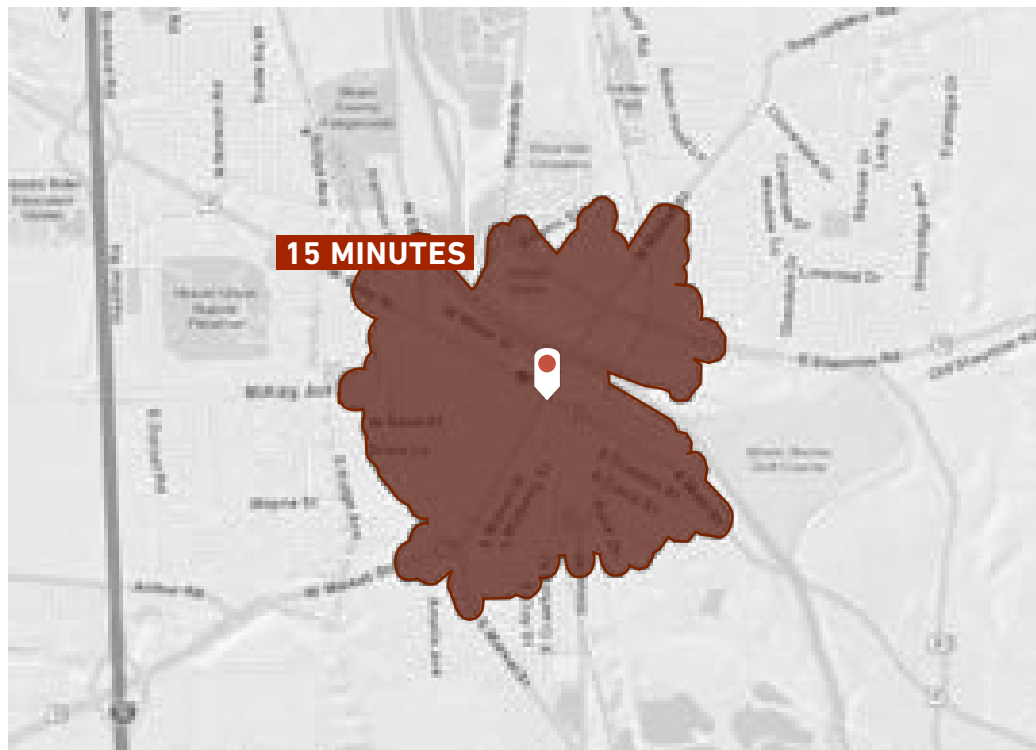
	Low	High
Annual New Housing Demand	40	65



MARKET ANALYSIS: RETAIL

THE FOLLOWING MAP SHOWS THE DOWNTOWN TRADE AREA—A 15 MINUTE WALK FROM THE PUBLIC SQUARE. ABOUT \$30 MILLION OF THESE HOUSEHOLDS' EXPENDITURES LEAVE THE AREA

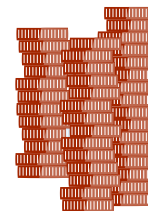
15 MINUTE WALK



\$55,824,721

Total sales 2016

The total 2016 sales in retail, food, and drink in a 15 minute walk area surrounding downtown Troy.



\$85,284,829

Household Expenditures 2016

The 2016 total household expenditures of the 1,999 households in Downtown Troy

Source: Esri

MARKET ANALYSIS: RETAIL

SURPLUS AND LEAKAGE IS A MEASURE OF THE RELATIONSHIP BETWEEN SUPPLY AND DEMAND THAT RANGES FROM +100 (TOTAL LEAKAGE) TO -100 (TOTAL SURPLUS).

SURPLUS/LEAKAGE FACTOR

Surplus

Surplus- Businesses are capturing more than local residents are spending; suggests the trade area is attracting non-local shoppers.

Leakage - Residents are spending more than local businesses capture; suggests that there is unmet demand in the trade area.

Leakage

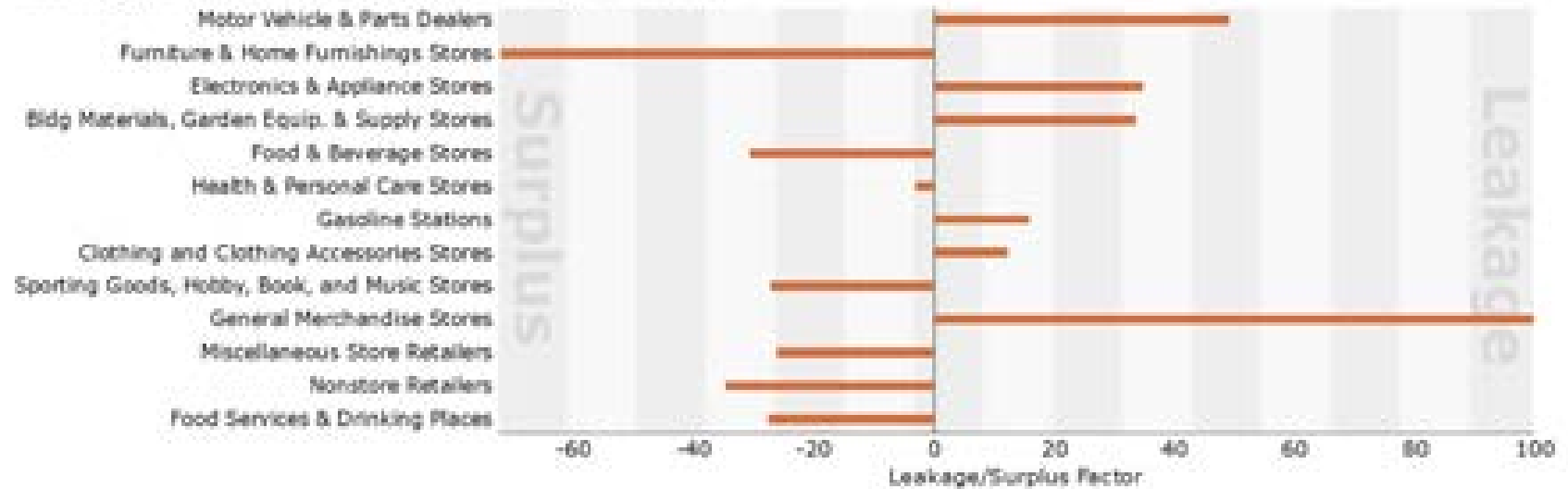
MARKET ANALYSIS: RETAIL

WHILE THERE IS OVERALL LEAKAGE OF ABOUT \$30 MILLION, DOWNTOWN TROY PERFORMS VERY WELL WITH SHOPPING AND RESTAURANTS

TROY SURPLUS & LEAKAGE, 2016

15-Minute Walk From Market and Main

Leakage/Surplus Factor by Industry Subsector



Source: Esri

MARKET ANALYSIS: RETAIL

DOWNTOWN TROY'S CONTINUED SUCCESS AS A COMMERCIAL AND ENTERTAINMENT DESTINATION CAN CONTINUE TO GROW MODESTLY FOR THE FORESEEABLE FUTURE. NEW VISITOR AND EMPLOYEE SPENDING COULD FURTHER INCREASE DEMAND

RETAIL DEMAND TABLE

	Low	High
New Annual Commercial Retail Demand*	3,800 Square Feet	6,400 Square Feet



*This demand is projected from growth in household spending. Due to a lack of data sources, visitor and employee spending is not accounted for in this analysis.
Source: Greenstreet Ltd.

MARKET ANALYSIS: OFFICE

CONCORD TOWNSHIP IS AN EMPLOYMENT HUB, AS THE COUNTY SEAT AND HOME TO MANY LARGE EMPLOYERS. FEW PEOPLE LIVE AND WORK WITHIN THE TOWNSHIP, HOWEVER, WHICH IS ESPECIALLY PRONOUNCED AMONG YOUNGER HOUSEHOLDS

EMPLOYEE INFLOW/OUTFLOW

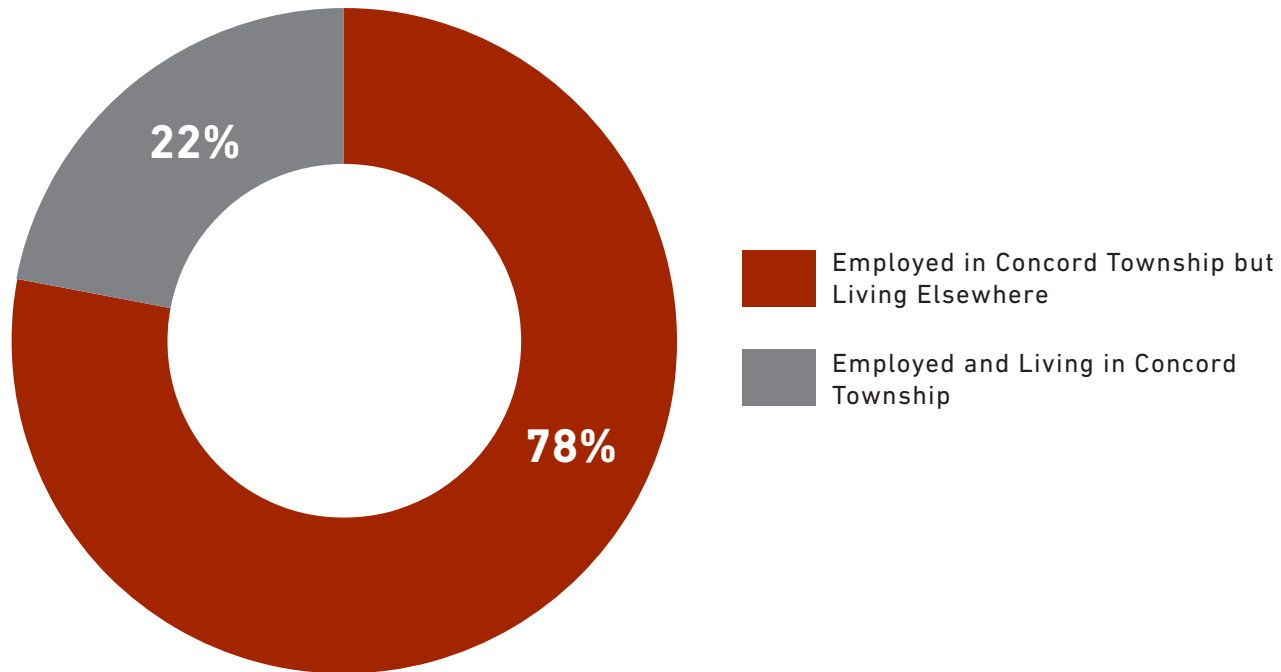


Source: US Census On the Map 2014

MARKET ANALYSIS: OFFICE

78% OF EMPLOYEES IN CONCORD TOWNSHIP LIVE ELSEWHERE. THESE EMPLOYEES COULD BE A POTENTIAL RESIDENTIAL DEMAND SOURCE

EMPLOYEE MIGRATION



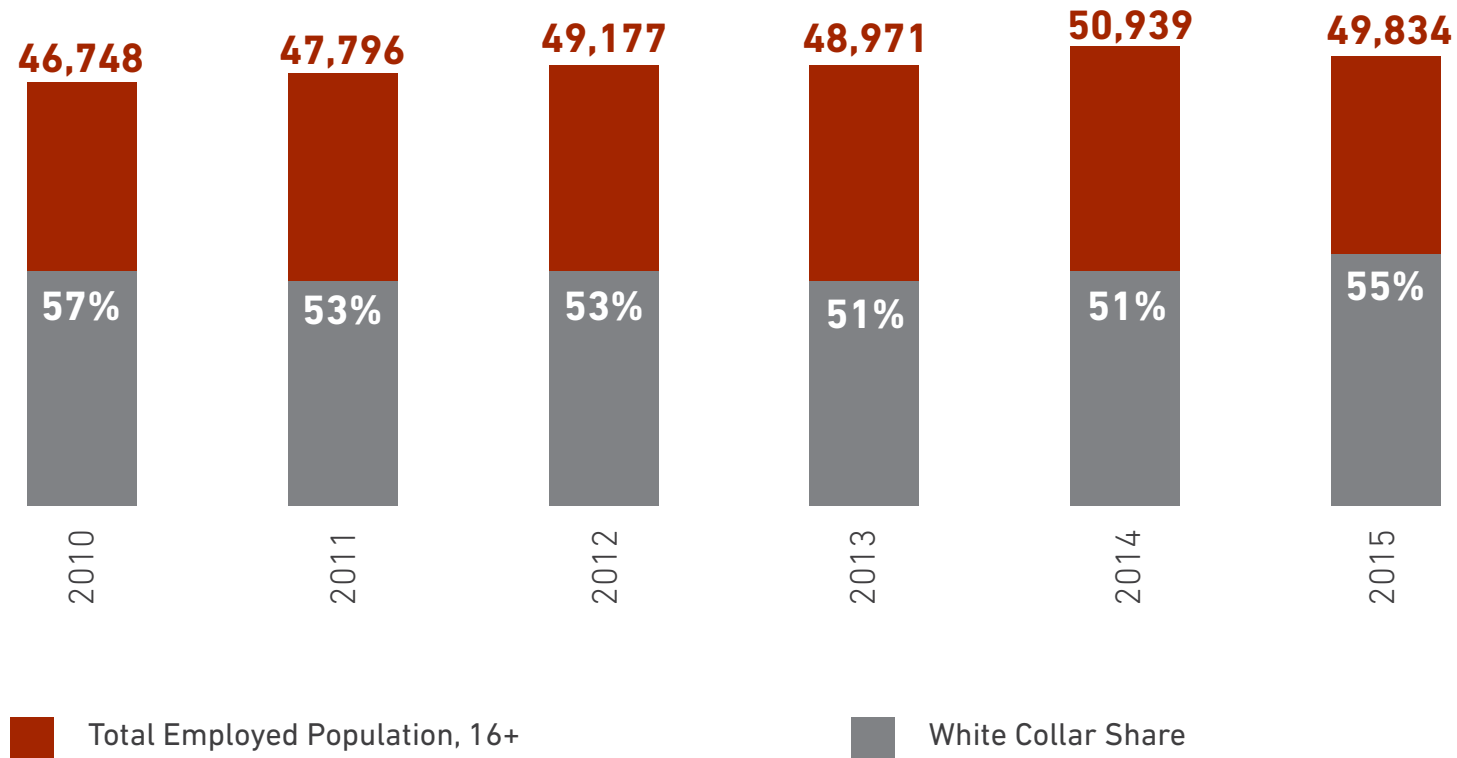
Source: US Census On the Map 2014

MARKET ANALYSIS: OFFICE

78% OF EMPLOYEES IN CONCORD TOWNSHIP LIVE ELSEWHERE. THESE EMPLOYEES COULD BE A POTENTIAL RESIDENTIAL DEMAND SOURCE

MIAMI COUNTY EMPLOYMENT TRENDS

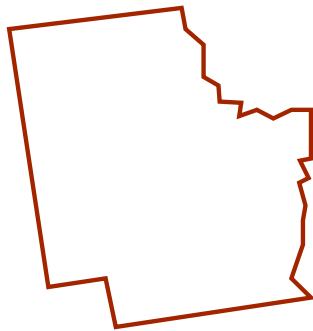
2015 Unemployment rate: 5.5%



Source: American Community Survey

MARKET ANALYSIS: OFFICE

DOWNTOWN TROY SHOULD CONTINUE TO SEE DEMAND FOR OFFICE SPACE. WHEN RENTS REACH A HIGH ENOUGH POINT, NEW CONSTRUCTION WILL BECOME MORE FEASIBLE.



10,430

Relocation potential: People live inside Concord Township but work elsewhere

POTENTIAL OFFICE DEMAND DRIVERS

Existing Demand: There is current unmet non-profit demand located downtown.

New Growth: New enterprise creation and growth drives office demand.

Relocation: Affordable high-speed internet can allow more remote workers to locate in Troy. This can be single users in coworking spaces or larger firms establishing satellite offices.

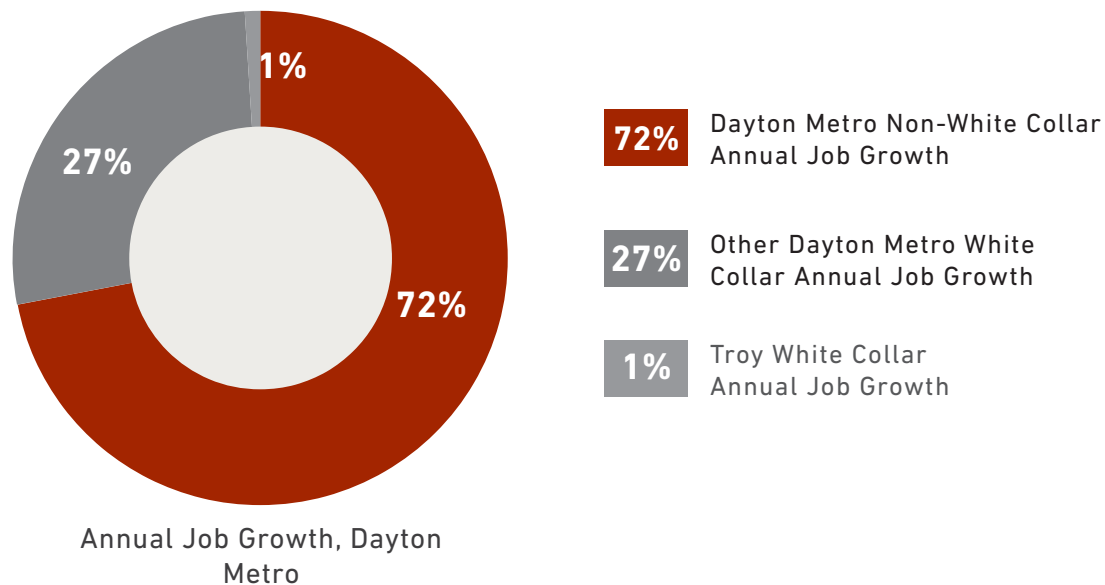
Relocation: Relatively inexpensive office space can attract some tenants from Dayton or other markets, especially in renovated historic buildings.

MARKET ANALYSIS: OFFICE

ABOUT A QUARTER OF METRO DAYTON'S JOB GROWTH IS EXPECTED IN NON-WHITE COLLAR INDUSTRIES, WHICH DO NOT DRIVE OFFICE SPACE DEMAND. THROUGH 2022, TROY'S WHITE COLLAR INDUSTRIES CAN EXPECT ABOUT 1% OF THE METRO'S JOB GROWTH

ANNUAL WHITE COLLAR JOB GROWTH, 2012 - 2022

Total new jobs Metro Dayton: 20,900



Source: Ohio Department of Job and Family Services

MARKET ANALYSIS: OFFICE

FROM MODEST JOB GROWTH AND POTENTIALLY ATTRACTING NEW BUSINESSES, DOWNTOWN TROY CAN EXPECT TO SEE MODEST NEW OFFICE DEMAND

OFFICE DEMAND TABLE

	Low	High
Commercial Office Space	2,800 Square Feet	4,000 Square Feet



Source: Esri

MARKET ANALYSIS: SUMMARY

OVER THE NEXT FIVE TO TEN YEARS, THE FOLLOWING TABLE DESCRIBES ANNUAL DEMAND FOR RESIDENTIAL, COMMERCIAL RETAIL AND OFFICE USES

DEMAND SUMMARY TABLE

	Low	High
Annual Residential Demand	40 Units	65 Units
Annual Retail Demand	3,800 Square Feet	6,400 Square Feet
Annual Office Demand	2,800 Square Feet	4,000 Square Feet

Source: Greenstreet Ltd.

MARKET ANALYSIS: SUMMARY

THE FOLLOWING X-FACTORS HAVE THE ABILITY TO CHANGE TROY'S TRAJECTORY. THOSE LISTED HERE ARE NOT COMPREHENSIVE, BUT REPRESENT SOME OF THE LARGEST OPPORTUNITIES OR IMPEDIMENTS THAT ARE LIKELY TO AFFECT DOWNTOWN AND THE RIVERFRONT

X-FACTORS

Demographic Shifts

An aging population's needs must be balanced against attraction of younger households

Redevelopment of Key Downtown Sites

Limited infill sites should be leveraged to diversify Troy's housing options and provide new commercial space

Supply Shortage

New real estate demand will not be captured if there is not sufficient supply at the right price

Downtown and Riverfront Momentum

Troy should continue to build on the momentum of downtown to attract new investment



Source: Greenstreet Ltd.

MARKET ANALYSIS: SUMMARY

TROY IS AMONG MANY COMMUNITIES STRUGGLING TO ATTRACT NEW WORKING AGE RESIDENTS DUE TO A LACK OF ENTRY LEVEL HOUSING OPTIONS, TRANSPORTATION, LATE NIGHT ENTERTAINMENT OPTIONS, AND LOCAL EDUCATIONAL RESOURCES

TOP FACTORS FOR WORKFORCE ATTRACTION AND RETENTION

Millennials prefer to rent or buy smaller homes, but much of what Troy builds are larger, single-family detached homes.

Troy needs to offer a variety of apartments, including some that are affordable and located downtown.

Land-use regulations and lack of available land restrict developers' ability to build apartments.

Despite the 12,000 available jobs in the 7-county region, employers are often not able to find potential employees with the necessary skills in advanced manufacturing.

Public transportation is insufficient for the transit-dependent (those without cars) living in Miami County and the counties to the north and east. In addition, Dayton's bus service does not come into Miami County.

DEVELOPMENT TOOLKIT

TOOL	TYPE	SOURCE	APPLICATION	LEAD ORGANIZATIONS	AUTHORIZATION	SOURCE
EPA Brownfields Program	Funding	Federal	Remediation	Public Sector	U.S. H.R. 2869, 2002	https://www.epa.gov/sites/production/files/2015-09/documents/anat_bf_redev_101106.pdf
Special Improvement District	Funding	Local	Construction, Other	Public Sector	Ohio Revised Code (ORC) 1710.02, 2000	http://codes.ohio.gov/orc/1710
Community Reinvestment / Area Program	Funding	State	Construction	Public Sector	Ohio Revised Code (ORC) 3735.65 - 70	http://www.troyeconomicdevelopment.com/Credits.html
Tax Increment Financing	Funding	Local	Construction	Public Sector	Amended HB 530, March 2006	
Downtown Redevelopment District	Funding	Local	Construction	Public Sector	Am. Sub. House Bill 233 ("H.B. 233")	http://www.beneschlaw.com/Downtown-Redevelopment-Districts-Provide-Additional-Economic-Development-Tools-for-Ohio-Municipalities-07-22-2016/ http://www.vorys.com/publications-1713.html
Community Development Block Grant	Funding	State	Construction	Public Sector for Small Cities	Title I of the Housing and Community Development Act, 1974	
HOME Investment Partnerships Program	Funding	State	Preservation, Construction	Public Sector for Small Cities	Title II of the Cranston-Gonzalez National Affordable Housing Act, 1990	
Property Assessed Clean Energy	Funding	State	Construction	Local Government	SB 232, 2010	http://www.bricker.com/insights-resources/publications/property-assessed-clean-energy-pace-financingthe-ohio-story
Historic Tax Preservation Credit – Federal / State	Funding	Federal / State	Preservation	Private Sector and/or Not-for-profits	H.B. 149 of the 126th General Assembly, 2007	
City of Troy Small Business Development Revolving Loan Fund	Loan	Local	Other	Local Government		
Economic Development Revolving Loan Fund	Loan	Local	Other	Local Government		http://www.troyeconomicdevelopment.com/Credits.html
Consortium for Ongoing Reinvestment Efforts	Funding	Local	Preservation, Acquisition, Construction	Troy Redevelopment Council or other redevelopment authority		http://www.troyeconomicdevelopment.com/Credits.html

*Note: This list is not meant to be exhaustive, and the political and regulatory environment may change. Explanations for each tool can be found on the following pages.

DEVELOPMENT TOOLKIT - CONTINUED

EPA Brownfields Program

Brownfields Assessment Grants provide funding for Brownfields inventories, planning, environmental assessments, and community outreach. Brownfields Area-Wide Planning Grants provide funding to communities to research, plan and develop implementation strategies for cleaning up and revitalizing a specific area affected by one or more Brownfields sites. Brownfields Job Training Grants provide environmental training for residents of Brownfields communities.

Special Improvement District (SID)

A community, neighborhood, or business district that desires public improvements and services beyond the level currently provided may want to investigate a Special Improvement District (SID). Most states formalized legislation enabling the creation of such taxing districts—also known as Business Improvement Districts, Special Services Areas, or Community Improvement Districts—in the 1990s. While the concept originated in Canada in 1970, the authority to create a SID in Ohio was outlined in Ohio Revised Code (ORC) 1710.02 as of June 27, 2000.

Community Reinvestment Area (CRA) Program

A CRA is an area of land in which property owners can receive tax incentives for investing in real property improvements. The CRA Program is a direct incentive tax exemption program benefiting property owners who renovate existing or construct new buildings. The program permits the City of Troy to designate areas where investment has been discouraged as a CRA to encourage revitalization of the existing housing stock and the development of new structures.

Tax Increment Financing (TIF)

Tax Increment Financing raises revenue for capital or operating costs by diverting increased property tax revenue generated by increasing existing property values and new development. Because the tax increment is based on the total increase in taxes generated, new development has a much greater impact on tax increment than growth in value in existing properties. For this reason, TIF can generate a significant amount of revenue where currently underutilized parcels are the focus for new development.

Downtown Redevelopment District (DRD)

Ohio municipalities create Downtown Redevelopment Districts (DRDs) to encourage the rehabilitation of historic buildings and economic development in commercial and mixed-use areas. DRDs are very similar to Tax Increment Financing (TIF) areas, but the use of the proceeds generated within DRDs is broader than what is currently available for TIFs. In general, a DRD exemption may be for up to 10 years, 70% without approval of the affected local school district. With school district approval or with the inclusion of “non-school” language in the municipal legislation, the exemption may be for up to 30 years, 100%. Municipalities also may designate an Innovation District within a DRD, the purpose of which is to attract and facilitate growth of technology-oriented businesses and to support the economic development efforts of business incubators and accelerators.

Community Development Block Grant (CDBG)

CDBG entitlement program allocates annual grants to cities and counties to develop safe housing and expand economic opportunities for low- and moderate-income persons. Activities supported by these funds must address one of the national priorities: benefit low- and moderate-income persons, prevention or elimination of blight, or address community development needs that pose serious and immediate threat to the health or welfare of a community.

HOME Investment Partnerships Program

HOME provides grants to states and local municipalities to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for both rent and homeownership. Activities may include direct financing assistance, construction/rehab, site acquisition or improvement, demolition, and relocation expenses.

Property Assessed Clean Energy (PACE)

Property Assessed Clean Energy (PACE) programs represent one of the newest mechanisms available for financing energy efficiency and renewable energy improvement projects. They allow qualifying energy improvements to be financed through assessments on a property owner’s real estate tax bill. The special assessments are used to secure local government bonds issued to fund the improvements without requiring the borrower or the sponsoring local government to pledge its credit. By allowing participating property owners to pay for energy improvements to their properties via a bond issue tied to a special assessment on their property tax bill, PACE financing enables property owners to reduce energy costs with no upfront investment.

Historic Tax Preservation Credit - Federal / State

Jointly administered by the US Department of the Interior and the Department of the Treasury, tax credits are made available to Ohio tax payers who engage in certified rehabilitations of income-producing historic buildings. Taxpayers may claim up to 25% of the total qualified rehabilitation or preservation cost of project. The total credit is limited to \$5 million unless it qualifies as a catalytic project. Buildings cannot be rehabilitated for single-family or multi-family condominiums.

DEVELOPMENT TOOLKIT - CONTINUED

City of Troy Small Business Development Revolving Loan Fund

The Troy Small Business Development Loan Program is a City-administered Revolving Loan Fund using local dollars. The program was designed to assist existing businesses that are expanding, but having difficulty securing traditional financing.

Economic Development Revolving Loan Fund (ED RLF)

The Troy Economic Development Revolving Loan Fund is a City-administered program leveraging federal dollars to provide “gap financing” to businesses that have a primary lender. The Troy ED RLF strengthens cash flow and capacity position for the business by requiring less equity and providing a lower interest rate. In addition, the program is attractive for banks as the City helps guarantee the loan by taking a subordinate position.

Consortium for Ongoing Reinvestment Efforts (CORE)

This is a redevelopment fund example from Hamilton, Ohio, that could be replicated in Troy, Ohio. The fund is made up of three functions:

- » Investment Fund - CORE provides gap financing for large redevelopment projects undertaken in Hamilton’s urban core by private developers.
- » Strategic Property Fund - CORE purchases key underutilized commercial properties and works to reactivate them. CORE ensures they are secure and weather tight while aggressively seeking private developers and businesses to partner with for redevelopment.
- » Residential Redevelopment Fund - CORE acquires historic residential properties and seeks homeowners to partner with to renovate the homes.

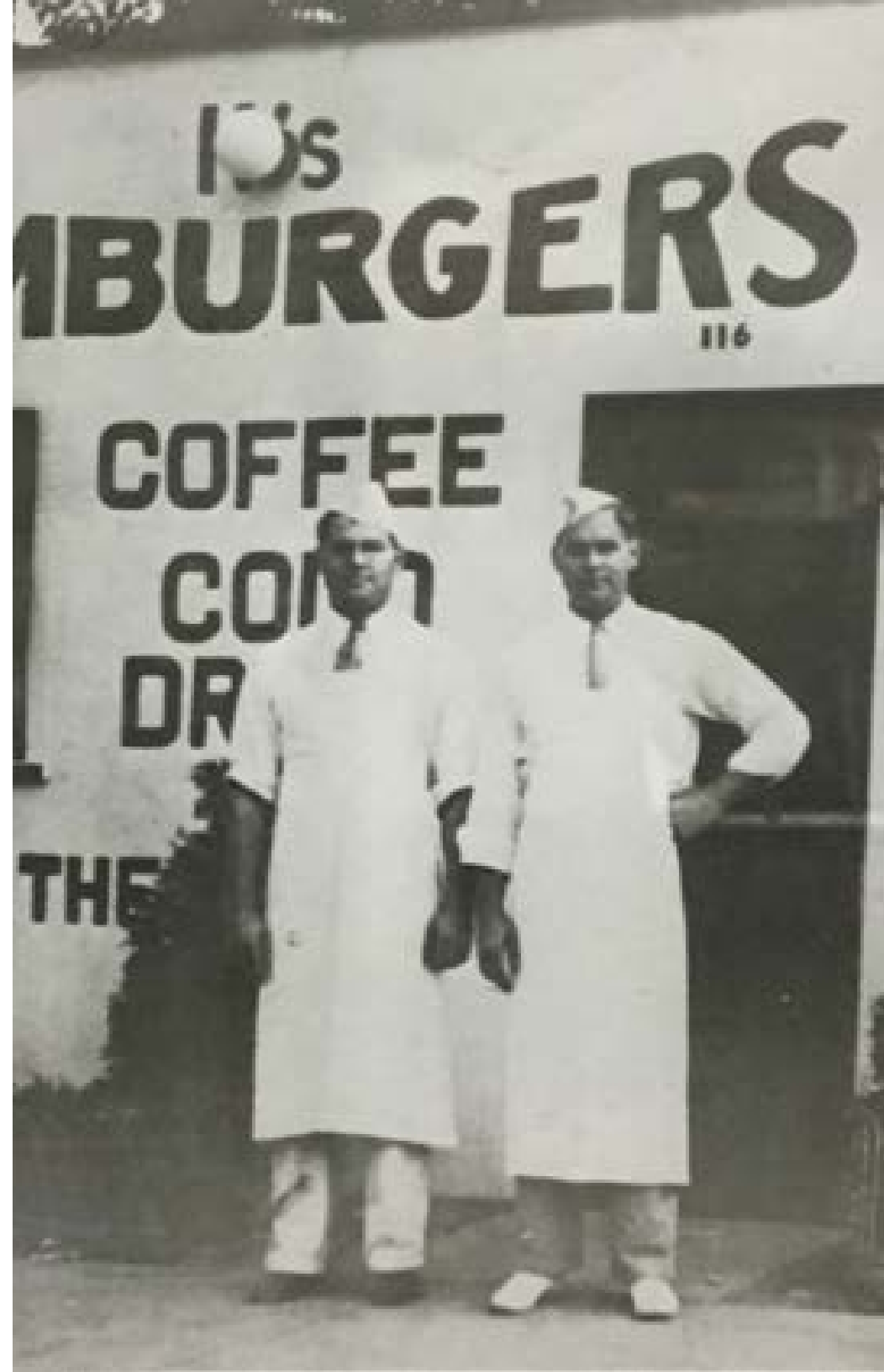
ACTIVATION STRATEGY

TESTING IDEAS TO DRIVE OUTCOMES

Some of our favorite places started in tents, out of the back of a truck, or in a garage. The Plan's methodology takes that approach to testing ideas coming out of the Plan and pursues them immediately, testing what works and what does not en route to reaching a particular outcome.

When we do this work, we strive to capitalize on what exists, focus on key locations that can create opportunities for further development, promote connectivity between anchors and experiences, and bring people together. It is this kind of energy, experience, and creativity that makes people want to retire here and brings our younger generations back to re-establish roots.

The following section includes several categories of ways to activate downtown Troy and, within each category, several concepts to consider. Each category has a hypothesis on an outcome that the activation seeks to bear out. Once the activation strategy(ies) is selected, the next step will be to develop and scope that idea out further, design the experience, and deliver it in the summer of 2017.



ACTIVATION STRATEGY

RETAIL

SHARE THE HAIR / HAIR ON THE SQUARE Give back to benefit organization like Locks of Love and animate the Public Square or spaces just off of it.

POP UP SHOPS Inspire and support young entrepreneurs to fill quirky or underused space and assist through mentorship program.

CITY FLEA / MAKERS MARKET Host a makers market that brings vendors and artisans around a theme to an underused part of downtown.

OUTCOME:
STRENGTHEN CURRENT RETAIL AND
EXPAND THE OFFERING WITH FRESH IDEAS



ACTIVATION STRATEGY

CULINARY/RESTAURANT

FARM TO FAMILY Recruit young chefs from Troy who have moved to bigger cities to come back home for pop-up community dinner where everyone breaks bread together

FOOD FIGHT Host a local chef competition

SMOOTHIE ON WHEELS Bring food to potential market locations in partnership with the farmers market

FOOD TRUCK RALLY Recruit region's best food trucks featuring a variety of cultural food offerings to an interesting space in downtown Troy

OUTCOME:
CREATE A STRONGER NIGHT AND WEEKEND
FOOD SCENE



ACTIVATION STRATEGY

ENTERTAINMENT

LIGHT UP THE NIGHT Hold a concert focused on bringing in national talent and activating the river front with urban camping

PLAY IN THE PARK Organize a recurring series of nights with family/friend activities for kids in the local parks near downtown

GORILLA CINEMA Popup an outdoor theater on Cherry Street and host movie nights with themed food and beverages

URBAN CAMPING AND OUTDOOR EXPLORE Organize a regional overnight bike ride or hike that stops over in Troy and explores the city and regional trail network.

OUTCOME:
BROADEN THE DOWNTOWN EXPERIENCE



ACTIVATION STRATEGY

ARTS / CREATIVE

PILOT A HOBART INSTITUTE ARTIST-IN-RESIDENCE PROGRAM

Recruit top sculptors and metallurgical artists to exhibit, speak, and teach and sponsor a metal-working artist to live in Troy for a year

ARTS & DRAFTS Host a regular meetup and demonstrations with artists in partnership with regional breweries

COSIGN Pair the welding school, artists, small businesses, and sign fabricators to design and install a critical mass of unique handcrafted signage in and around the downtown business district

OUTCOME:

LINK INDUSTRIAL HERITAGE WITH A DIVERSE ARTS SCENE TO FOSTER A NEW ARTIST-IN-RESIDENCY AND MAKERS SCENE



ACTIVATION STRATEGY

MOBILITY & MOVEMENT

BIKE PARADE - Tour de Troy with an event in an unexpected location at its conclusion

BIKE WAY FINDING - downtown map with creatively painted and buffered pathways along the routes identified in the Plan

RICKSHAW - City ambassador program to transport to and from surrounding neighborhoods

PADDLE BOAT COMPETITION host river races from Treasure Island to the Spinnaker Building



TROY RIVER DISTRICT NEW RIVER CROSSING
ALTERNATIVES EVALUATION REPORT

August 15, 2017



*Proposed location for new
pedestrian bridge*

DRAFT REPORT: CITY STAFF REVIEW
August 16, 2017



PREPARED FOR:
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OVERALL SUMMARY AND RECOMMENDATIONS

The Troy downtown riverfront strategic development plan was developed by MKSK to help the city of Troy and other local stakeholders define priorities to further develop the strengths of the community and create a sought-after place for people to live, work and play. In early stakeholder and public involvement meetings, the concept of a pedestrian bridge that links the north riverbank with downtown emerged as an option to explore early in the development process so potential funding sources and partnerships could be fully explored well before construction.

This report explores three concepts for a pedestrian bridge to provide a convenient connection from the Hobart Arena area to downtown Troy. Landscaping and lighting options related to the bridge are addressed as well.

All three bridge alternatives can be customized with the landscaping and lighting options outlined in the report. In addition, the three options all contain provisions for pier overlooks at each bank, which provide a larger deck area for flexibility of use and potential event programming at the river’s edge. The wider overlooks at the bank also reduce the perceived distance across the bridge.

Bridge Alternative 1 is a main span cable-stayed bridge. The cable-stayed option offers an architecturally significant focal point for the river corridor to draw people to explore the amenities of the area. This option offers hydraulic advantages with the low profile of the deck, which allows it to limit impacts to the waterway. The drawback to this alternative is that it has the highest estimated cost, as shown in the adjacent cost summary.

Bridge Alternative 2 uses haunched steel girders for the main spans. The variable depth girders are similar to other area bridges. This alternative is a traditional bridge type with limited architectural impact. The large spans lead to deep girders that may have a greater impact on the hydraulic design of the structure. The relative simplicity of the structure gives this option the lowest estimated cost.

Bridge Alternative 3 is a constant depth thru girder structure. The bridge type mimics the look of a railroad bridge and provides more interesting aesthetic opportunities than a traditional pedestrian bridge. It has similar hydraulic implications to Alternative 2. The estimated cost for this structure type is slightly higher than the lowest cost alternative.

LJB recommends the haunched steel girder structure (Alternative 2). This structure is the most cost-effective structural solution (as shown in Table 1) and will allow the city the flexibility to customize the landing areas to suit the needs of the community. The traditional profile will blend well with existing structures nearby. The evaluation criteria determined for this study are described in more detail in the following sections and are summarized in Table 2.

COST SUMMARY

TABLE 1 – COST ESTIMATE SUMMARY

ALTERNATIVE	TOTAL CONSTRUCTION COST	TOTAL PROJECT COST
Alternative 1 – Cable-stayed	\$13,974,421	\$15,671,863
Alternative 2 – Haunched Steel Girders	\$6,264,611	\$7,191,072
Alternative 3 – Constant Depth Thru Girders	\$6,373,015	\$7,310,316

Total construction cost includes bridge cost, landscaping and lighting.
Total project cost includes construction cost, as well as contingencies for design and environmental work.
See Appendix A for detailed cost information.

EVALUATION CRITERIA SUMMARY

TABLE 2 – EVALUATION CRITERIA SUMMARY

ALTERNATIVE	REGIONAL SIGNIFICANCE	AESTHETIC IMPACT	FLEXIBILITY OF USE	COST	COMPOSITE SCORE
Alternative 1 – Cable-stayed	5	5	2	1	2.8
Alternative 2 – Haunched Steel Girders	2	2	5	4	3.4
Alternative 3 – Constant Depth Thru Girders	3	3	4	3	3.2



DRAFT PURPOSE AND NEED

The City of Troy has a goal to strategically develop the downtown river district. MKSK is currently working with the city to craft an action-oriented, strategic investment plan for downtown that leverages the city’s inherent strengths, riverfront and historic core. The plan will help connect current initiatives, as well as identify complementary focus areas to unlock development possibilities.

One of the primary goals of this plan is to improve connectivity between the river district, Hobart Arena, and the extensive regional trail network to residents and businesses in downtown Troy. A new river crossing is necessary to increase connectivity, foster economic development and create a landmark for the city. The new river crossing will create a park-once opportunity for residents, commuters and visitors to the numerous destinations in the city by increasing accessibility to additional parking for the courthouse and provide a connection to revitalized Water Street and Cherry Street.

While other alternatives exist and will be evaluated during the preliminary engineering of this project, the new river crossing discussed in this report best accomplishes each of the city’s objectives. The Adams Street bridge includes wide sidewalks and brings the regional recreational trail network to the city streets. However, the required travel distance from the parking at Hobart Arena to the downtown destinations is too significant to encourage frequent use. The Market Street bridge currently includes only narrow sidewalks and recently had a new deck installed. The useful life of this structure is estimated at approximately 20 years, limiting the likelihood of additional investment in widening the structure to better accommodate the pedestrian and bicycle modes of transportation in the near future. The new river crossing shortens the distance and provides additional experiential opportunities that will encourage its use and allow the city to best leverage its assets to meet the objectives of the plan.

The purpose of this study is to review alternatives for the new river crossing bridge type and bridge approach elements. Through a variety of evaluation criteria and scoring of alternatives, the goal of this study is to provide a recommendation for the most appropriate and cost-efficient option for the new river crossing.

GENERAL APPROACH AND ASSUMPTIONS

LJB Inc. and MKSK worked together with the City of Troy to determine the criteria and goals for the bridge alternatives. Using the vision from the Troy downtown riverfront strategic development plan as a guide, the team collaborated to determine three bridge alternatives for evaluation.

The same span arrangement was used for each bridge alternative. Span lengths of 75 feet, 230 feet, 230 feet and 75 feet create a total length of 610 feet from levee to levee. The span lengths were chosen to simplify the comparison between the alternative bridge types and provide cost-effective options for architectural impact. Shorter end spans reduce costs by using rolled steel beams and shorten the perceived length of the bridge by creating a distinct space separate from the main spans. The longer main spans can then optimize the efficiency of the selected structural options.

EVALUATION CRITERIA

The evaluation criteria and the weighting of each item are described below. For each alternative, the criteria are given a score of 1 to 5, with 1 being the least desirable and 5 being the most desirable for any given category. The highest total score is then used to determine the recommended alternative.

Regional Significance

- > 20% of scoring
- > Troy has a number of memorable landmarks, such as the courthouse, grain silo, and the fountain in the square. The proposed bridge location in downtown Troy affords the ability to create another such landmark that will further set Troy apart from its peer cities. The regional significance criteria is a measure of how well each alternative will not only draw people from around the state but also attract people to cross the bridge, better uniting downtown to Hobart and allowing people to interact with the river.

Aesthetic Impact

- > 20% of scoring
- > The aesthetic impact criteria is a measure of the structural solution’s ability to have an architectural presence, providing a beautiful form as well as function.

Flexibility of Use

- > 20% of scoring
- > The bridge space has the ability to serve a purely functional connection or act as a destination in and of itself, with areas for events or gathering space for enjoying the river and views of downtown Troy. The flexibility of use depends on the layout and useable width of the deck area, as well loading assumptions.

Cost

- > 40% of scoring
- > Total cost for design and construction of the bridge, approaches and landing areas. See Appendix A for additional cost information.



LANDSCAPE ENHANCEMENTS

LANDSCAPE ENHANCEMENT COSTS

TABLE 3 - LANDSCAPE COSTING TABLE

ITEM OF WORK DESCRIPTION	APPLIES TO ALL ALTERNATIVES	AREA	UNIT COST	TOTAL COST
Landscape Areas (Plantings)	Yes	55,000 ft ²	\$5.00 / ft ²	\$275,000
Approaches (On Both Sides of River)	Yes	5,500 ft ²	\$30.00 / ft ²	\$165,000
Landings (On Both Sides of River)	Yes	6,000 ft ²	\$30.00 / ft ²	\$180,000
Bike Path Shaping	Yes	5,500 ft ²	\$12.00 / ft ²	\$66,000
Primary Span Upgraded Surface (Cable-stayed)	--	7,360 ft ²	\$30.00 / ft ²	\$220,800
Primary Span Upgraded Surface (Haunched Girder)	--	9,200 ft ²	\$30.00 / ft ²	\$276,000
Primary Span Upgraded Surface (Thru Girder)	--	9,200 ft ²	\$30.00 / ft ²	\$276,000
Benches and Seating	Haunched and Thru	10 Benches	\$2,000 / bench	\$20,000
Pier / Overlook (Cost for Both sides) - Optional	Yes	2,000 ft ²	\$30.00 / ft ²	\$60,000
Total	Between \$686,000 and \$ 1,042,000			

Landscape Costs Explanation

Landscape Areas (Plantings)

This is a general cost for landscape beds and areas made up of plantings including perennials, ground cover, ornamental grasses, and more.

Approaches (On Both Sides of River)

This row uses a general cost to cover the paving of the approaches. This row includes the approaches on both sides of the river.

Landings (On Both Sides of River)

This row uses a general cost to cover the paving and surface treatments of the landings. This row includes the landings on both sides of the river.

Path Shaping

This cost is for the reshaping of the bike paths to connect to the new landings.

On-Span Treatments

This cost is for special paving used on the walking deck of the bridge alternatives.

Benches and Seating

This cost is a general per unit cost for benches on the landings, and spans of the various bridges. This only applies to the Haunched Girder and Thru Girder bridges.

Pier / Overlook (Cost for both sides)

This cost covers special paving for the pier overlooks. The total for this row includes the pier overlook on both sides. This is an optional cost.



Examples for "On-Span Treatments"



"Landscape Areas (Plantings)" Example



Approaches / Landings Example with Path Connections



Pier Overlook example



Landscape Costing Zones

- Orange- Landscape Areas
- Dark Gray – Approaches / Landings
- Light Gray – On-Span Treatments
- Purple – Pier Overlook



TABLE 4 - LIGHTING COSTS TABLE

ITEM OF WORK DESCRIPTION	AREA COVERED	UNIT COST	TOTAL COST
Lighting – General Estimate (Cable-stayed)	Span and Landing	--	\$200,000
Lighting – General Estimate (Haunched and Thru)	Span and Landing	--	\$100,000
Under-Lighting Fixture	Span	\$200 / LF	\$92,000

Lighting Costs Applicability

The general lighting cost is an overall estimate for the bridge alternatives. This estimate includes costs for lighting on the landings and the spans of the bridge. The difference in costs come from the desire to add architectural lighting to the cable-stayed bridge because of the prominent vertical elements.

The under-lighting cost is a general cost for adding additional accent lighting to the bridge and is an optional cost.



Light Fixture Example for Landings



Example of Architectural Lighting on Bridge



BRIDGE DESIGN CRITERIA

The following criteria and assumed loading were used for the preliminary design of the bridge alternatives to determine appropriate construction costs.

Specifications

- > AASHTO LRFD Bridge Design Specifications, 7th Edition with 2015 and 2016 Interim Revisions
- > AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges, 2nd Edition, with 2015 Interim Revisions
- > ODOT Bridge Design Manual, 2007 Edition, with most recent updates

Dead Loads

- | | |
|--|-----------|
| > Normal Weight Reinforced Concrete Deck | 150 pcf |
| > Steel Railing Allowance | 75 lbs/ft |

Live Loads

- > H-15-44 Truck (30,000 lb gross weight, per ODOT Bridge Design Manual 301.4.2)
- > Pedestrian Load of 90 psf on the full bridge deck area

ITEMS COMMON TO EACH ALTERNATIVE

The shorter approach spans and the substructure are substantially the same for each of the three alternatives. Any variation in size or aesthetics are accommodated in the cost estimates, but the basic description and assumptions are as described below.

Approach Work – Shared Use Path and Connections

The approach work consists of constructing and supporting a shared use path connection to the Great Miami River recreational trail. The cost of this work includes a 10-foot wide asphalt path with 2-foot clear shoulders on each side, as well as a potential cast-in-place retaining wall. The path will provide an elegant approach to the bridge and serve as a connection from the flood plain to the top of the levee west of the bridge.

Approach Spans

The approach spans are 75 feet long with a design deck width of 20 feet. The superstructure is composed of simple span W36 rolled steel beams with a composite concrete deck. A three-beam and four-beam option were explored. The three-beam option costs less, while the four-beam option offers greater flexibility for flaring the span width. The four-beam option was used for the cost estimates.

Optional Pier Overlooks

In addition to the typical 20-foot width for the approach spans, costs for optional pier overlooks are considered in the estimates and alternatives review. The additional deck area at the pier overlooks provides a space to experience the river and shortens the perceived length of the bridge. The structure supporting these areas would be rolled steel beams arranged to support the flared deck area. The cost per square foot of the pier overlooks is based on the structural design of the approach span.

Substructure

The bridge ends will be supported by stub abutments on spill thru slopes with deep pile foundations. Interior support will be provided by wall type piers, except for the central pylon support for the cable-stayed option (Alternative 1). Wall type piers are preferred in the river to limit debris build up. The exact size, shape and aesthetic treatment for each option can vary to create architectural impact while providing the needed structural strength.



STRUCTURE TYPE STUDY: ALTERNATIVE 1 – CABLE-STAYED BRIDGE

ALTERNATIVE 1 – CABLE-STAYED



Ron Venderly Family Bridge – Fort Wayne, IN

CONCEPT SUMMARY

The cable-stayed alternative utilizes a single, approximately 80-foot tall pylon to symmetrically carry the primary span load. This allows the depth of bridge deck structure to be the thinnest amongst the alternatives and affords the provision of a signature, highly visible architectural element in the pylon. Given the cost and above-deck structure, this alternative is less reliant upon on-bridge programming and, thus, may be a narrower section of 16 feet. This alternative is more about elegantly moving through the “water room” than spending time in it.

Sub-alternates not explored: cable-stayed bow string or twin pylon suspension



ALTERNATIVE 1 – CABLE-STAYED

Technical Summary

The opportunity for a signature bridge option with a cable-stayed structure is explored with Alternative 1.

To contain costs and make this signature bridge a competitive option, the bridge width is smaller than the other options at 16 feet.

The cable-stayed option offers the lowest profile deck and support system below the top of levee elevation. This gives this option a hydraulic advantage over the other two alternatives.

The costs for this structure type were assembled from various examples of similar cable-stayed and suspension structures. Architectural choices in the pylon and the deck typical section can greatly impact the final design and costs of such a structure. The following table lists representative projects that are used to develop a price per square foot for this bridge type.

TABLE 5

BRIDGE	DECK AREA (SQ FT)	TOTAL CONSTRUCTION COST	PRICE PER SQ FT DECK AREA
North Atwater Bridge, Los Angeles, CA	7,200	\$12,500,000	\$1,736
Harbor Drive Pedestrian Bridge, San Diego, CA	10,355	\$18,000,000	\$1,738
Dublin Pedestrian Bridge, Dublin, OH	10,640	\$22,100,000	\$2,077
Ron Venderly Family Bridge, Fort Wayne, IN	6,600	\$4,800,000	\$727
Lane Avenue Bridge, Columbus, OH	41,440	\$20,800,000	\$502
U.S. Grant Bridge, Portsmouth, OH	129,300	\$34,500,000	\$267
Average Cost per square foot = \$1,175			

All construction costs have been converted to 2017 dollars for comparison.

The total bridge cost for this alternative, not including landscaping or lighting, is estimated to be \$12.72 M.

Evaluation Criteria

Regional Significance

This signature bridge would be a unique addition to the region. It would provide a striking link between the arena district and downtown Troy.

> 5

Aesthetic Impact

The pylon and cable-stayed structural elements give the best aesthetic impact for the structure itself. The vertical scale of the structure creates a focal point at the river. Flexibility of architectural choices may be limited in the final design to keep the costs in line with the estimates for funding.

> 5

Flexibility of Use

The smaller useable width for this option limits some flexibility of use. Sixteen feet still allows adequate width for pedestrians, cyclists and maintenance vehicles, but would not allow for events to be held on the structure itself.

> 2

Cost

This has the highest cost of the three alternatives.

> 1

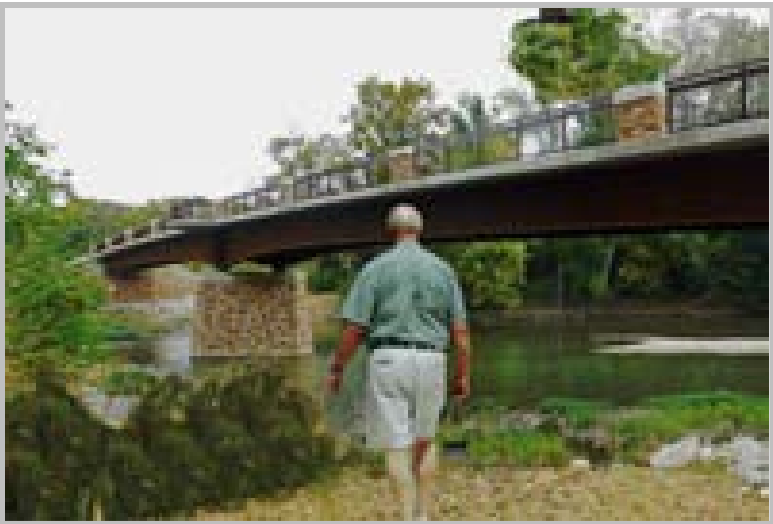
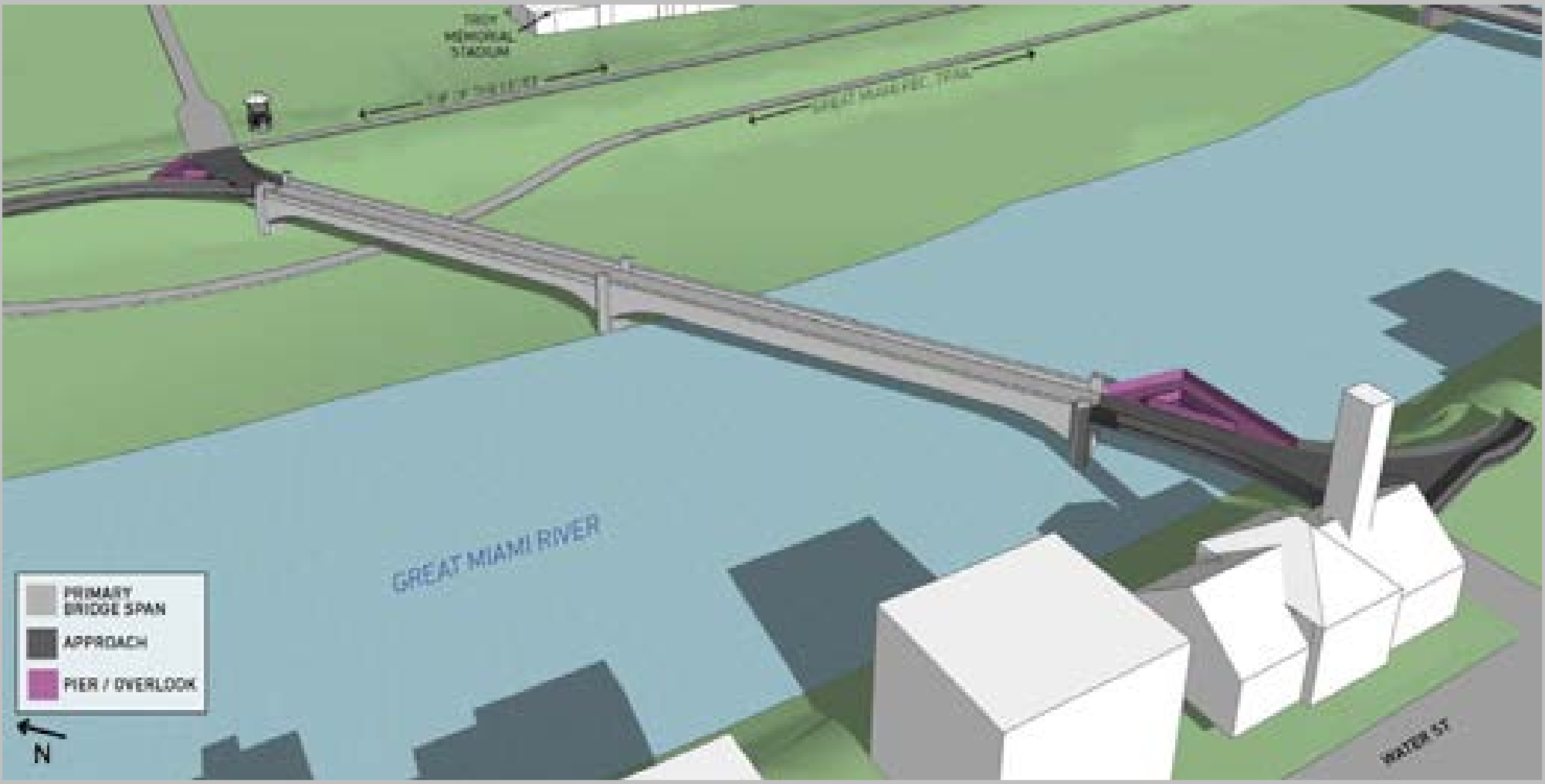
COMPOSITE SCORE

> 2.8



STRUCTURE TYPE STUDY: ALTERNATIVE 2 – HAUNCHED STEEL GIRDERS

ALTERNATIVE 2 – HAUNCHED STEEL GIRDERS



Haunched Girder Bridge example – Robert J. Shook Bikeway Bridge

CONCEPT SUMMARY

The haunched girder alternative is the most commonplace option that was explored. Architectural design would come primarily from applied elements at the piers and atop the deck. The wider deck width permits more expansive on-bridge programming in the form of seating and planting to complement the necessary through movements.

Sub-alternates not explored: open-web steel truss



ALTERNATIVE 2 – HAUNCHED STEEL GIRDERS

Technical Summary

Alternative 2 uses multi-beam haunched steel plate girders with a composite concrete deck to support the superstructure. This a more traditional structural option with the variable height steel sections offering efficiency and mimicking the shape of the nearby Adams Street bridge. LJB evaluated three-beam and four-beam typical sections. The three-beam option was adopted for the sizing and cost comparison. The bridge’s main span deck width is 20 feet. The girders will vary in height from 7’-4” at the mid-spans to 12’-2 ½” at the piers.

The haunched steel plate girders extend to the lowest elevation between the tops of the levee at the piers. This option has a similar area below top of levee as Alternative 3. This will lead to a hydraulic opening smaller than Alternative 1 and similar to Alternative 3.

The total bridge cost for this alternative, not including landscaping or lighting, is estimated to be \$5.03 M.

Evaluation Criteria

Regional Significance

This is a traditional bridge type, which offers less unique significance than the other alternatives. The structure does offer a good transition between the haunched concrete panels of nearby Adams Street and the welded plate girders of Market Street.

> 2

Aesthetic Impact

The aesthetic options for this alternative are subtle. Aesthetic enhancements for this option are likely to take the form of railing type and paint color. With the support system below the deck it does offer an open feel. It correlates well with other local bridges.

> 2

Flexibility of Use

The large, 20-foot useable width for this option offers good flexibility of use. This width offers enough space to have permanent seating or temporary installations for events. With a multi-beam support system, this bridge can also be more easily modified for future uses or widening.

> 5

Cost

This has the lowest cost of the three alternatives.

> 4

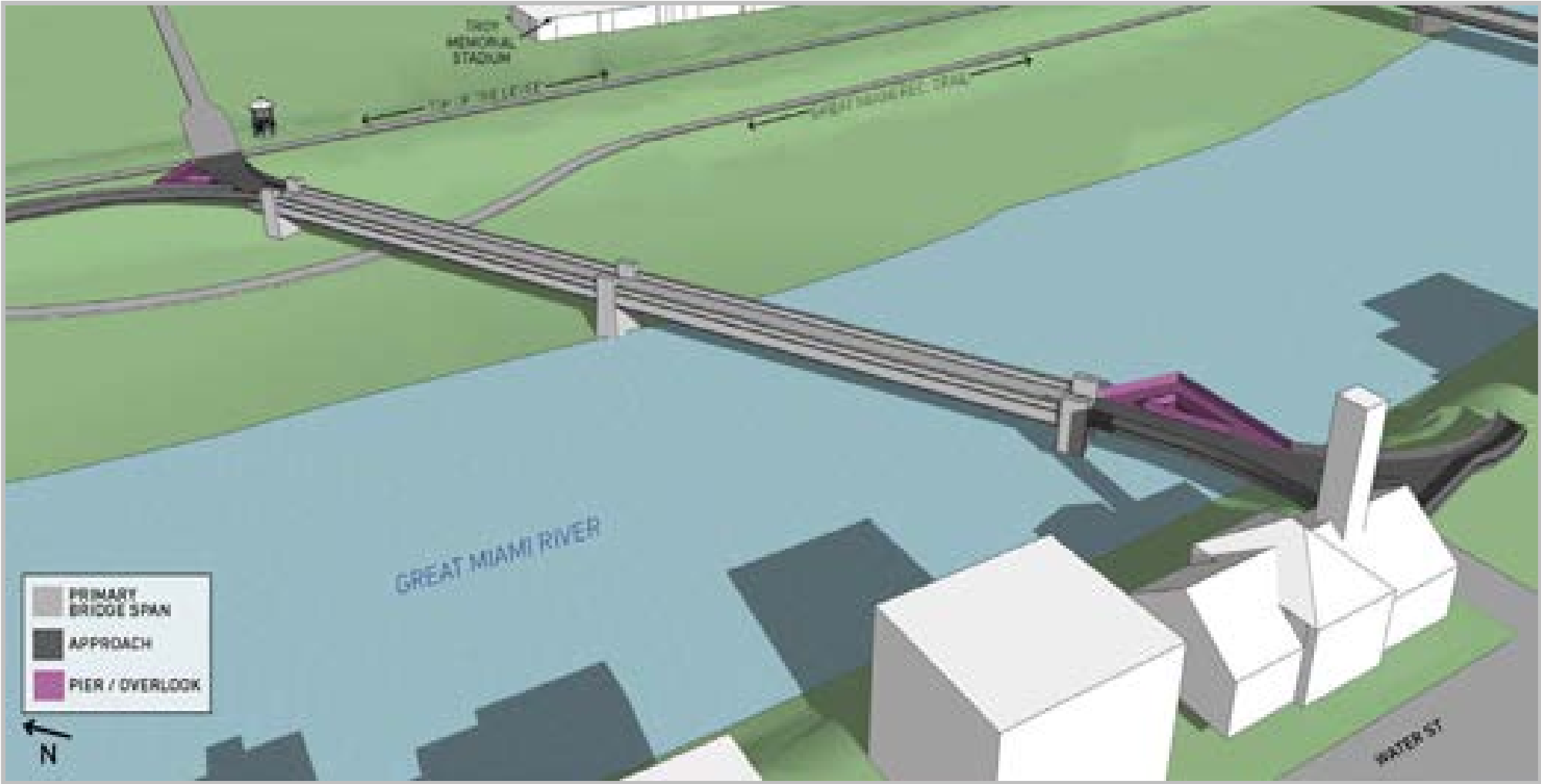
COMPOSITE SCORE

> 3.4



STRUCTURE TYPE STUDY: ALTERNATIVE 3 – CONSTANT DEPTH THRU GIRDERS

ALTERNATIVE 3 – CONSTANT DEPTH THRU GIRDERS



Thru Girder Bridge example – Bostanli Footbridge and Sunset Lounge - Bostanli, Turkey,

CONCEPT SUMMARY

The thru girder alternative is modeled after rail bridges where the steel trusses carry the bridge deck of the primary span atop the bottom flange of the truss. This allows greater exposure of the structure to the bridge user and allows the truss to be used for part or all of the railing system. This system provides subtle yet potentially evocative design possibilities while the assumed width (20 feet) affords flexibility in programming for seating and planting.

Sub-alternates not explored: steel bowstring truss



ALTERNATIVE 3 – CONSTANT DEPTH THRU GIRDERS

Technical Summary

Alternative 3 is a constant depth thru girder bridge with a steel floor system and concrete deck. It will have a substantial feel with some of the structure being exposed above deck level. The concrete deck is supported between the thru girders by W24 stringers, which then transfer the loading to W30 floor beams and to the main girders. The two-girder system is non-redundant with a girder depth of 13’-4”. The deck width for this alternative is 20 feet. Some areas of the deck will have that width limited by bracing that will need to extend on the interior side of the girders. The large, 3-foot wide top flanges would have hand rail mounted to them.

The thru girders do not extend to as low an elevation as Alternative 2, but the area below top of levee is similar. This will lead to a hydraulic opening smaller than Alternative 1 and similar to Alternative 2.

The total bridge cost for this alternative, not including landscaping or lighting, is estimated to be \$5.14 M.

Evaluation Criteria

Regional Significance

The thru girder section is unique for a new pedestrian structure in the region. The industrial feel of the large welded plate girders correlates well with current and historic industries in Troy. The look will be similar to converted railroad bridges in the area.

> 3

Aesthetic Impact

The exposed structural elements of this option give it a solid, industrial feel. Additional aesthetic enhancement can be added in the form of railing, paint and other finishes.

> 3

Flexibility of Use

The large 20-foot useable width for this option offers good flexibility of use. This width offers enough space to have permanent seating or temporary installations for events, however this width will be reduced in some areas due to bracing requirements of the structural system. Future modifications will be more difficult with this alternative.

> 4

Cost

The cost for this alternative is between the other two alternatives.

> 3

COMPOSITE SCORE

> 3.2





APPENDIX A – COST ESTIMATES

ALTERNATIVES - SUMMARY TABLE			
	CABLE-STAYED BRIDGE ALTERNATIVE 1	HAUNCH GIRDER BRIDGE ALTERNATIVE 2	THROUGH GIRDER BRIDGE ALTERNATIVE 3
MAIN SPAN COST	\$ 11,464,060	\$ 3,779,049.67	\$ 3,887,453.60
APPROACH SPANS COST	\$ 673,670.28	\$ 673,670.28	\$ 673,670.28
OPTIONAL PIER OVERLOOK COST	\$ 452,706.43	\$ 452,706.43	\$ 452,706.43
APPROACH WORK - SHARED USE PATH AND RETAINING WALLS	\$ 125,184.36	\$ 125,184.36	\$ 125,184.36
LIGHTING COST	\$ 200,000.00	\$ 100,000.00	\$ 100,000.00
OPTIONAL UNDER LIGHTING FIXTURES	\$ 92,000.00	\$ 92,000.00	\$ 92,000.00
LANDSCAPING COST	\$ 906,800.00	\$ 982,000.00	\$ 982,000.00
OPTIONAL PIER OVERLOOK LANDSCAPING COST	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00
TOTAL CONSTRUCTION COST	\$ 13,974,421.23	\$ 6,264,610.73	\$ 6,373,014.66
DESIGN FEE (10%)	\$ 1,397,442.12	\$ 626,461.07	\$ 637,301.47
ENVIRONMENTAL DOCUMENTATION AND PERMITS	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00
GRAND TOTAL	\$ 15,671,863.35	\$ 7,191,071.80	\$ 7,310,316.13

ESTIMATED QUANTITIES									
APPROACH SPANS									
SPANS: 75'-0", 75'-0"									
ITEM	TOTAL	UNIT	UNIT COST	TOTAL COST	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL
503		LUMP		\$ 5,000.00	UNCLASSIFIED EXCAVATION				
503		LUMP		\$ 10,000.00	COFFERDAMS AND EXCAVATION BRACING				
505		LUMP		\$ 10,000.00	PILE DRIVING EQUIPMENT MOBILIZATION				
507	1080	FT	\$ 25.00	\$ 27,000.00	STEEL PILES HP 10X42, FURNISHED	1080			
507	960	FT	\$ 8.00	\$ 7,680.00	STEEL PILES HP 10X42, DRIVEN	960			
509	35618	LB	\$ 0.95	\$ 33,837.22	EPOXY COATED REINFORCING STEEL, AS PER PLAN	13027		22591	
511	108	CU YD	\$ 500.00	\$ 53,789.19	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK			108	
511	109	CU YD	\$ 400.00	\$ 43,422.22	CLASS QC1 CONCRETE, ABUTMENT INCLUDING FOOTING	109			
512	128	SQ YD	\$ 20.00	\$ 2,561.11	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	82		46	
513	164620	POUND	\$ 1.25	\$205,774.48	STRUCTURAL STEEL MEMBERS, LEVEL 3			164620	
513	1200	EACH	\$ 3.00	\$ 3,600.00	WELDED STUD SHEAR CONNECTORS			1200	
514	7246	SQ FT	\$ 2.00	\$ 14,491.15	FIELD PAINTING OF STRUCTURAL STEEL, INTERMEDIATE COAT			7246	
514	7246	SQ FT	\$ 1.25	\$ 9,056.97	FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT			7246	
514	7	EACH	\$ 310.00	\$ 2,170.00	FINAL INSPECTION REPAIR			7	
516	16	EACH	\$ 800.00	\$ 12,800.00	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)		16		
516	60	FT	\$ 360.00	\$ 21,600.00	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			60	
517	300	FT	\$ 200.00	\$ 60,000.00	RAILING, MISC.:			300	
518	42	CU YD	\$ 75.00	\$ 3,138.89	POROUS BACKFILL WITH GEOTEXTILE FABRIC	42			
518	92	FT	\$ 7.00	\$ 644.00	6" PERFORATED CORRUGATED PLASTIC PIPE	92			
518	40	FT	\$ 4.00	\$ 160.00	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	40			
526	100	SQ YD	\$ 180.00	\$ 18,000.00	REINFORCED CONCRETE APPROACH SLABS (T=12")				100
601	111	SQ YD	\$ 150.00	\$ 16,666.67	CONCRETE SLOPE PROTECTION	111			
			COST=	\$561,391.90					
			20% CONTINGENCY =	\$112,278.38					
			TOTAL COST	\$673,670.28					
			COST PER SQUARE FOOT =	\$ 179.65					

ESTIMATED QUANTITIES					
APPROACH WORK - SHARED USE PATH AND RETAINING WALLS					
ITEM	TOTAL	UNIT	UNIT COST	TOTAL COST	DESCRIPTION
203	103	CU YD	\$ 20.00	\$ 2,055.56	EXCAVATION
203	111	CU YD	\$ 25.00	\$ 2,777.78	EMBANKMENT
204	400	SQ YD	\$ 5.00	\$ 2,000.00	SUBGRADE COMPACTION
304	67	SQ YD	\$ 75.00	\$ 5,000.00	AGGREGATE BASE
407	20	GAL	\$ 4.00	\$ 80.00	TACK COAT
441	14	CU YD	\$ 325.00	\$ 4,513.89	1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG 64-22
441	22	CU YD	\$ 300.00	\$ 6,664.00	2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
509	13241	LB	\$ 0.95	\$ 12,578.70	EPOXY COATED REINFORCING STEEL
511	132	CU YD	\$ 500.00	\$ 66,203.70	CLASS QC1 CONCRETE, RETAINING/ WINGWALL INCLUDING FOOTING
518	100	FT	\$ 7.00	\$ 700.00	6" PERFORATED CORRUGATED PLASTIC PIPE
518	20	FT	\$ 4.00	\$ 80.00	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS
659	333	SQ YD	\$ 5.00	\$ 1,666.67	SEEDING AND MULCHING
			COST=	\$ 104,320.30	
			20% CONTINGENCY =	\$ 20,864.06	
			TOTAL =	\$ 125,184.36	

PIER OVERLOOKS		
WIDTH	12	FT
LEG 1 LENGTH	30	FT
LEG 2 LENGTH	75	FT
NUMBER OF LOCATIONS	2	EACH
TOTAL AREA	2520	SQ FT
COST PER SQUARE FOOT	\$ 179.65	\$/ SQ FT
COST	\$452,706.43	

CABLE-STAYED BRIDGE COMPARSION SUMMARY								
BRIDGE NAME	LOCATION	TYPE	FACILITY CARRIED AND FEATURE INTERSECTED	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)	TOTAL COST	COST PER SQUARE FOOT
NORTH ATWATER BRIDGE	LOS ANGELES, CALIFORNIA	CABLE-STAYED PEDESTRIAN BRIDGE WITH ONE PYLON	TWO SHARED USE PATHS OVER THE LA RIVER	300	24	7200	\$ 12,500,000	\$ 1,736
HARBOR DRIVE PEDESTRIAN BRIDGE	SAN DIEGO, CALIFORNIA	PEDESTRIAN SUSPENSION BRIGE WITH ONE PYLON	PEDESTRIAN PATH OVER HARBOR DRIVE AND RAILROAD	531	19.5	10354.5	\$ 18,000,000	\$ 1,738
DUBLIN PEDESTRIAN BRIDGE	DUBLIN, OHIO	PEDESTRIAN SUSPENSION BRIGE WITH ONE PYLON	PEDESTRIAN PATH OVER SCIOTO RIVER	760	14	10640	\$ 22,100,000	\$ 2,077
RON VENDERLY FAMILY BRIDGE	FORT WAYNE, INDIANA	CABLE-STAYED PEDESTRIAN BRIDGE WITH TWO PYLONS	ST. JOE PATHWAY OVER ST. JOSEPH RIVER	550	12	6600	\$ 4,800,000	\$ 727
LANE AVENUE BRIDGE	COLUMBUS, OH	CABLE-STAYED HIGHWAY BRIDGE WITH ONE PYLON	LANE AVENUE OVER OLENTANGY RIVER	370	112	41440	\$ 20,800,000	\$ 502
U.S. GRANT BRIDGE	PORTSMOUTH, OH	CABLE-STAYED HIGHWAY BRIDGE WITH TWO PYLONS	US 23 OVER OHIO RIVER	2155	60	129300	\$ 34,500,000	\$ 267
TROY PEDESTRIAN BRIDGE	TROY, OH	CABLE-STAYED PEDESTRIAN BRIDGE WITH ONE PYLON	PEDESTRIAN PATH OVER GREAT MIAMI RIVER	610	16	9760	\$ 11,464,060	\$ 1,175

ESTIMATED QUANTITIES									
ALTERNATIVE 2 - HAUNCH GIRDER									
SPANS: 230'-0", 230'-0"									
ITEM	TOTAL	UNIT	UNIT COST	TOTAL COST	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL
503		LUMP		\$ 10,000.00	UNCLASSIFIED EXCAVATION				
503		LUMP		\$ 50,000.00	COFFERDAMS AND EXCAVATION BRACING				
505		LUMP		\$ 20,000.00	PILE DRIVING EQUIPMENT MOBILIZATION				
507	1440	FT	\$ 35.00	\$ 50,400.00	STEEL PILES HP 12X53, FURNISHED		1440		
507	960	FT	\$ 10.00	\$ 9,600.00	STEEL PILES HP 12X53, DRIVEN		960		
509	89753	LB	\$ 0.95	\$ 85,265.15	EPOXY COATED REINFORCING STEEL, AS PER PLAN		31318	58435	
511	278	CU YD	\$ 500.00	\$ 139,130.98	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK			278	
511	184	CU YD	\$ 500.00	\$ 92,111.11	CLASS QC1 CONCRETE WITH QC/QA, PIER		184		
512	336	SQ YD	\$ 20.00	\$ 6,719.07	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)		195	141	
513	1552443	POUND	\$ 1.50	\$ 2,328,663.75	STRUCTURAL STEEL MEMBERS, LEVEL 5			1552443	
513	2760	EACH	\$ 3.00	\$ 8,280.00	WELDED STUD SHEAR CONNECTORS			2760	
514	41768	SQ FT	\$ 2.00	\$ 83,536.00	FIELD PAINTING OF STRUCTURAL STEEL, INTERMEDIATE COAT			41768	
514	41768	SQ FT	\$ 1.25	\$ 52,210.00	FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT			41768	
514	13	EACH	\$ 310.00	\$ 4,092.00	FINAL INSPECTION REPAIR			13	
516	9	EACH	\$ 1,200.00	\$ 10,800.00	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)		9		
516	40	FT	\$ 360.00	\$ 14,400.00	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			40	
517	920	FT	\$ 200.00	\$ 184,000.00	RAILING, MISC.:			920	
			COST=	\$ 3,149,208.06					
			20% CONTINGENCY =	\$ 629,841.61					
			TOTAL=	\$ 3,779,049.67					
			COST PER SQUARE FOOT =	\$ 410.77					

ESTIMATED QUANTITIES									
ALTERNATIVE 3 - THROUGH GIRDER									
SPANS: 230'-0", 230'-0"									
ITEM	TOTAL	UNIT	UNIT COST	TOTAL COST	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL
503		LUMP		\$ 10,000.00	UNCLASSIFIED EXCAVATION				
503		LUMP		\$ 50,000.00	COFFERDAMS AND EXCAVATION BRACING				
505		LUMP		\$ 20,000.00	PILE DRIVING EQUIPMENT MOBILIZATION				
507	1440	FT	\$ 35.00	\$ 50,400.00	STEEL PILES HP 12X53, FURNISHED		1440		
507	960	FT	\$ 10.00	\$ 9,600.00	STEEL PILES HP 12X53, DRIVEN		960		
509	86750	LB	\$ 0.95	\$ 82,412.94	EPOXY COATED REINFORCING STEEL, AS PER PLAN		29807	56944	
511	271	CU YD	\$ 500.00	\$ 135,580.46	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK			271	
511	175	CU YD	\$ 500.00	\$ 87,666.67	CLASS QC1 CONCRETE WITH QC/QA, PIER		175		
512	314	SQ YD	\$ 20.00	\$ 6,284.86	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)		174	141	
513	1202940	POUND	\$ 2.00	\$ 2,405,879.58	STRUCTURAL STEEL MEMBERS, LEVEL 6			1202940	
513	1973	EACH	\$ 3.00	\$ 5,920.00	WELDED STUD SHEAR CONNECTORS			1973	
514	51148	SQ FT	\$ 2.00	\$ 102,295.90	FIELD PAINTING OF STRUCTURAL STEEL, INTERMEDIATE COAT			51148	
514	51148	SQ FT	\$ 1.25	\$ 63,934.94	FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT			51148	
514	9	EACH	\$ 310.00	\$ 2,769.33	FINAL INSPECTION REPAIR			9	
516	6	EACH	\$ 1,400.00	\$ 8,400.00	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)		6		
516	40	FT	\$ 360.00	\$ 14,400.00	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			40	
517	920	FT	\$ 200.00	\$ 184,000.00	RAILING, MISC.:			920	
			COST=	\$ 3,239,544.67					
			20% CONTINGENCY =	\$ 647,908.93					
			TOTAL =	\$ 3,887,453.60					
			COST PER SQUARE FOOT =	\$ 422.55					

Bike Lane Roll Out Guide



Troy, Ohio

MKSK

Overview

Process



Prioritize and Organize

By examining the connections to nearby trail and bike networks as well as prioritizing destinations and capable streets, the creation of a bike network begins. This process will help guide the next steps of implementation.



Prototyping + Testing

Quickly built and community-interactive temporary bike lane installations will help local residents not only feel involved and invested, but will provide a period of time for the bike lanes to be tried out and experimented without serious commitment of resources and effort. Special events during the installation and operation of the temporary network will further the ingraining of the network within the community. This step will include slight interventions and reprogramming of the street to occur. Temporary buffers, signage, and on-street symbols are likely to be introduced here.



Permanent Installation

After assessing the success of the temporary bicycle infrastructure, more permanent installations and street rebuilds can take place. This step may include painted bike lanes, permanent buffer installations and completed connectivity to other networks.

Principles

- 1 | Connect network to key amenities and destinations.
- 2 | Focus on usability and rider safety
- 3 | Define metrics for success.
- 4 | Listen to what the users tell us.

Case Study

Macon Connects - *Macon, GA*

The city of Macon, working with several partners implemented the world's largest pop-up bicycle network. The bike network was implemented in a pop-up fashion for one week. During this week ridership was 9.5 times (854%) higher than during 'normal conditions.'

The implementation of the project itself was done by members of the community being the boots on the ground and doing the actual labor. This surely had an effect on the success of the project as well.

An associated 'Block Party' was held during the implementation and furthered the use of the bike lanes as a means of bringing the community together.

In addition to ridership data being recorded, surveys were taken of the riders and the results helped for future decisions related to permanent installations. Riders reflected on which types of bicycle infrastructure they enjoyed most and felt safest using, they also discussed their interest in cycling and the impact tangible infrastructure had on their desire to ride in Macon.

Survey Results

Respondents to the survey stated that 68% of them visited unfamiliar areas of the city and 75% reported seeing new shops and amenities they had not seen before. In regards to safety, 95% of respondents preferred physical barriers or buffers for the bike lanes as it provided the greatest sense of safety.

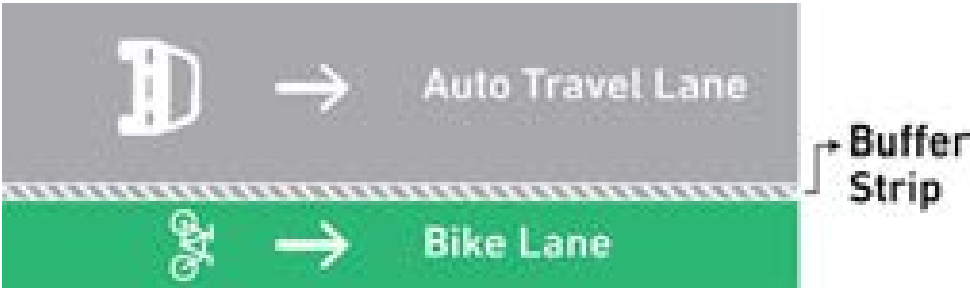


Source: 880cities.org - Macon Connects Street Makeover Report

Implementation Toolkit

How to Protect Bicyclists w/Buffers

Buffers are crucial to providing a safe environment for all users of the street. Bike lanes can be buffered from parking and auto travel lanes using a variety of techniques for temporary measures such as using cones, planters and paint, to permanent painted lines and physical barriers.

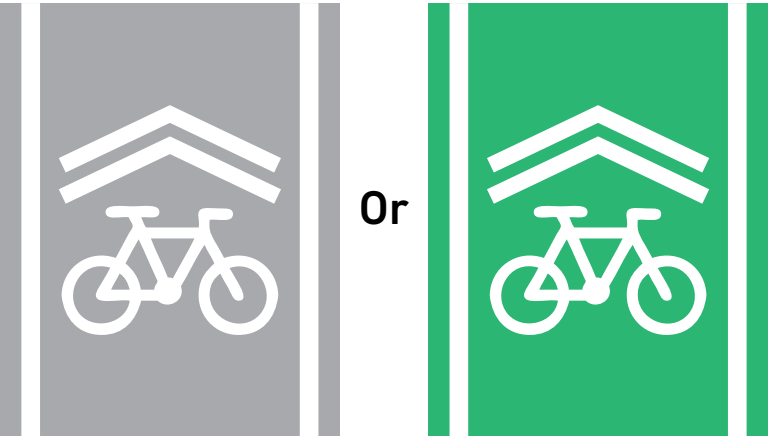


Buffers can be made of...

Cones or Bollards or Planters or Paint



Symbols and Markers



Bike Lane Markers (On Ground)

Green painted lanes help to make lanes more noticeable and different from the rest of the street, but likely won't happen until permanent implementation.



Shared Lanes (Sharrow)

A shared lane occurs when there is not enough space for bike lanes to be separate entities. Bikes and cars will share the lane and symbols like this on the lane reminds everyone to be aware.

Have Fun with it!

The bike lane markers can be fun too! Community-driven events produce results like this in Portland, Oregon where the bike riders were edited to look like celebrities and other unique people.

How to Handle Intersections



Intersecting cycle-tracks

While there are multiple ways to handle intersections with bicycle lanes, this method of crossing and waiting would be the easiest for early, easy implementation. Riders cross the intersection in their current direction and then wait to go in the new direction with the traffic.



Implementation Toolkit

Bike Racks

Bike racks are another necessary part of the implementation of bicycle infrastructure. Much like parking with cars, bike racks will be a concern to potential riders wanting to go to different destinations. Temporary racks can be implemented in a variety of creative ways.



Temporary Signage

Signage will be necessary in all phases wherever bike lanes are introduced. Signage can help in connecting to other bike networks but as well as providing helpful information related to directions and safety for riders and drivers of cars.



Implementation Toolkit

Materials

A variety of materials can be used in creating bike lanes. Lanes can be created from paint, planters, cones and more. Symbols can be done using temporary or more durable paint, chalk and more. Signs may also be created with a variety of materials.



Branding

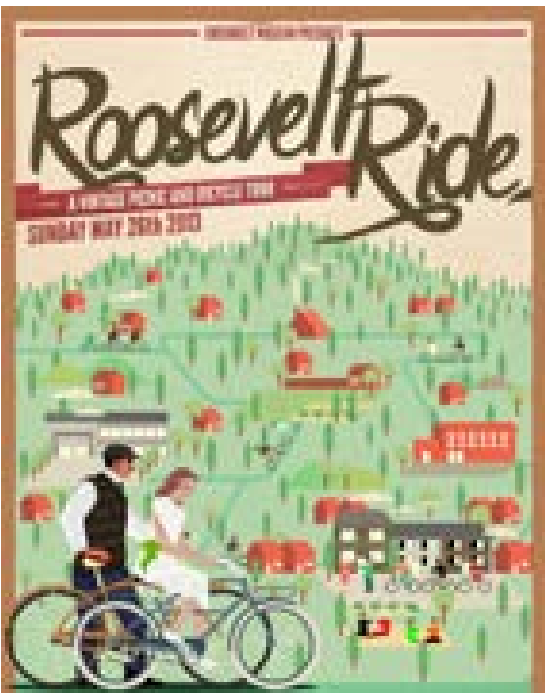


This type of investment can be branded and marketed through various print materials and digital ads to help market the new investment in infrastructure as well as to market events and bolster community relations.

Other Events



Hosting and encouraging events to take place in connection to the new bike lanes can not only bolster a stronger sense of community, but can boost the usage of the new infrastructure and can demonstrate the value of the investment.



Troy Bicycle Network

DESTINATIONS

- 1 TROY LUMBER BUILDING
- 2 LIBRARY
- 3 CULTURAL CENTER
- 4 COURTHOUSE
- 5 MAIN & MARKET CIRCLE;
PROUTY PLAZA
- 6 GRAIN ELEVATOR
- 7 TROY MEMORIAL STADIUM
- 8 TROY HIGH SCHOOL
- 9 HOBART ARENA

CONNECTIONS AND SHARED LANES

- A SHARED LANES (LIMITED SPACE)
- B CONNECTIONS
(MAY REQUIRE SPECIFIC DIRECTIONS)

DESIGNATED BIKE LANE



RIDING DIRECTION ↘

CONNECTION OR SHARROW



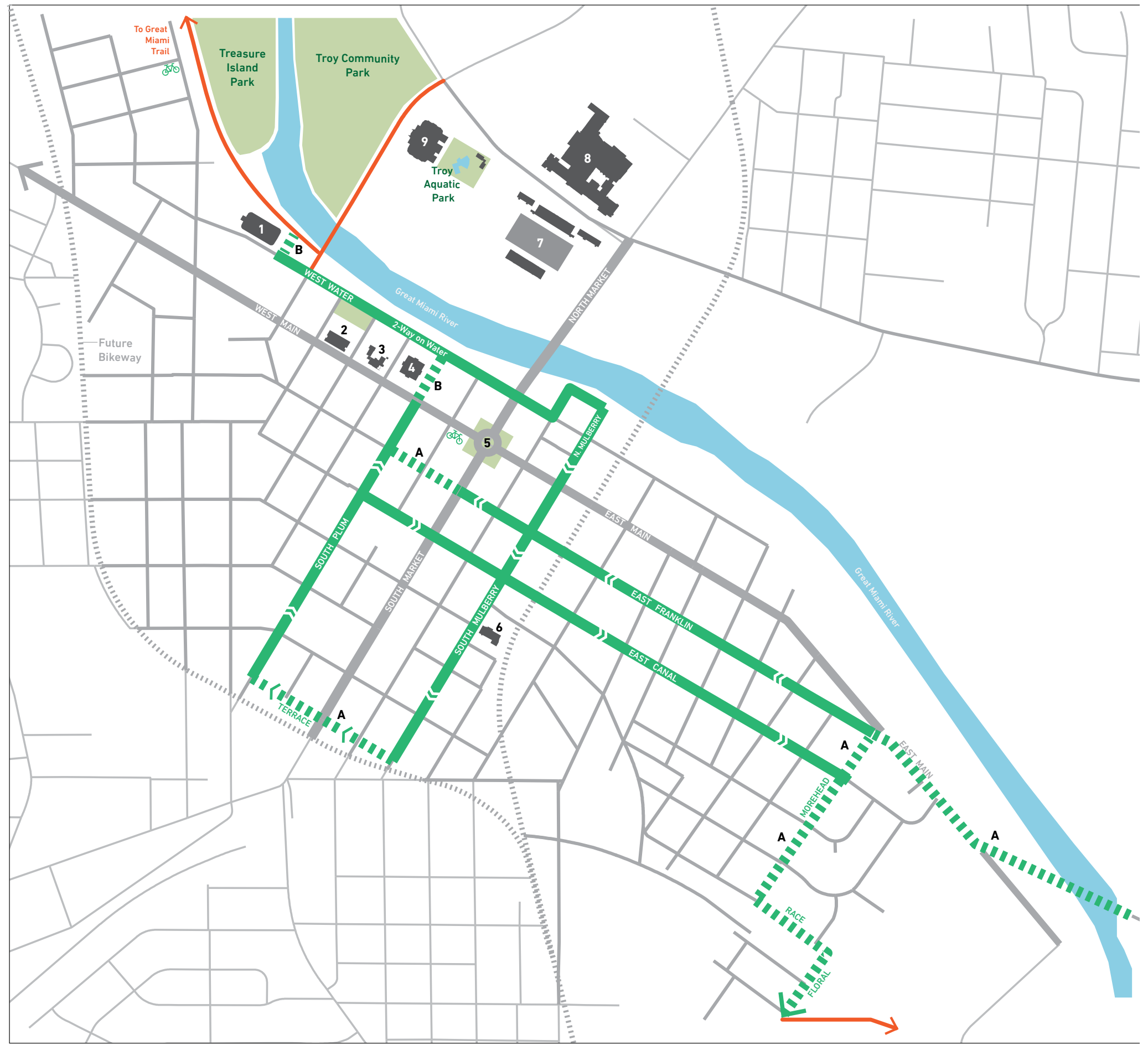
REGIONAL TRAIL NETWORK



RAIL LINE

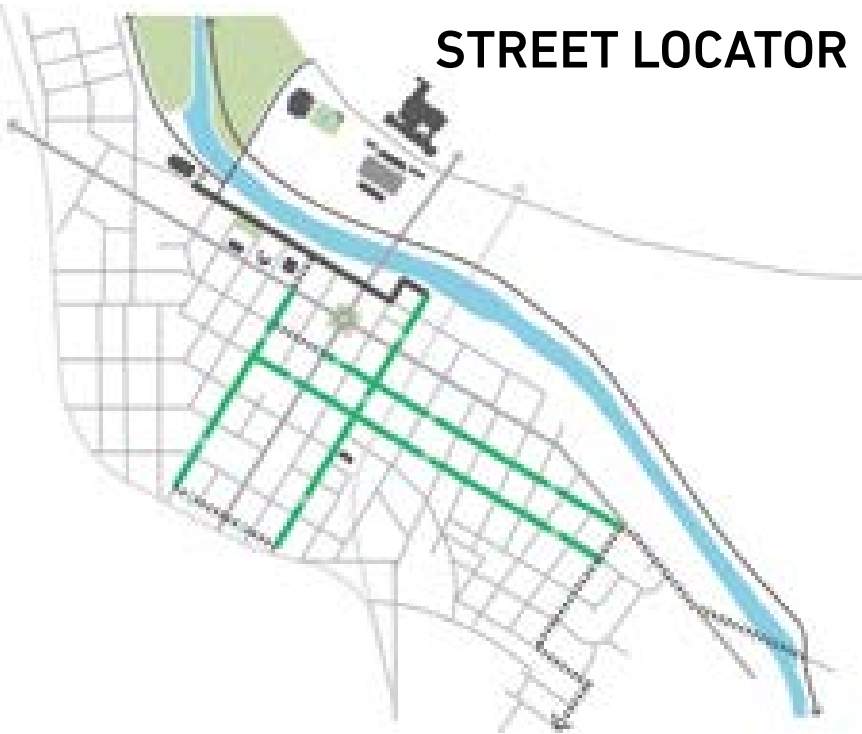
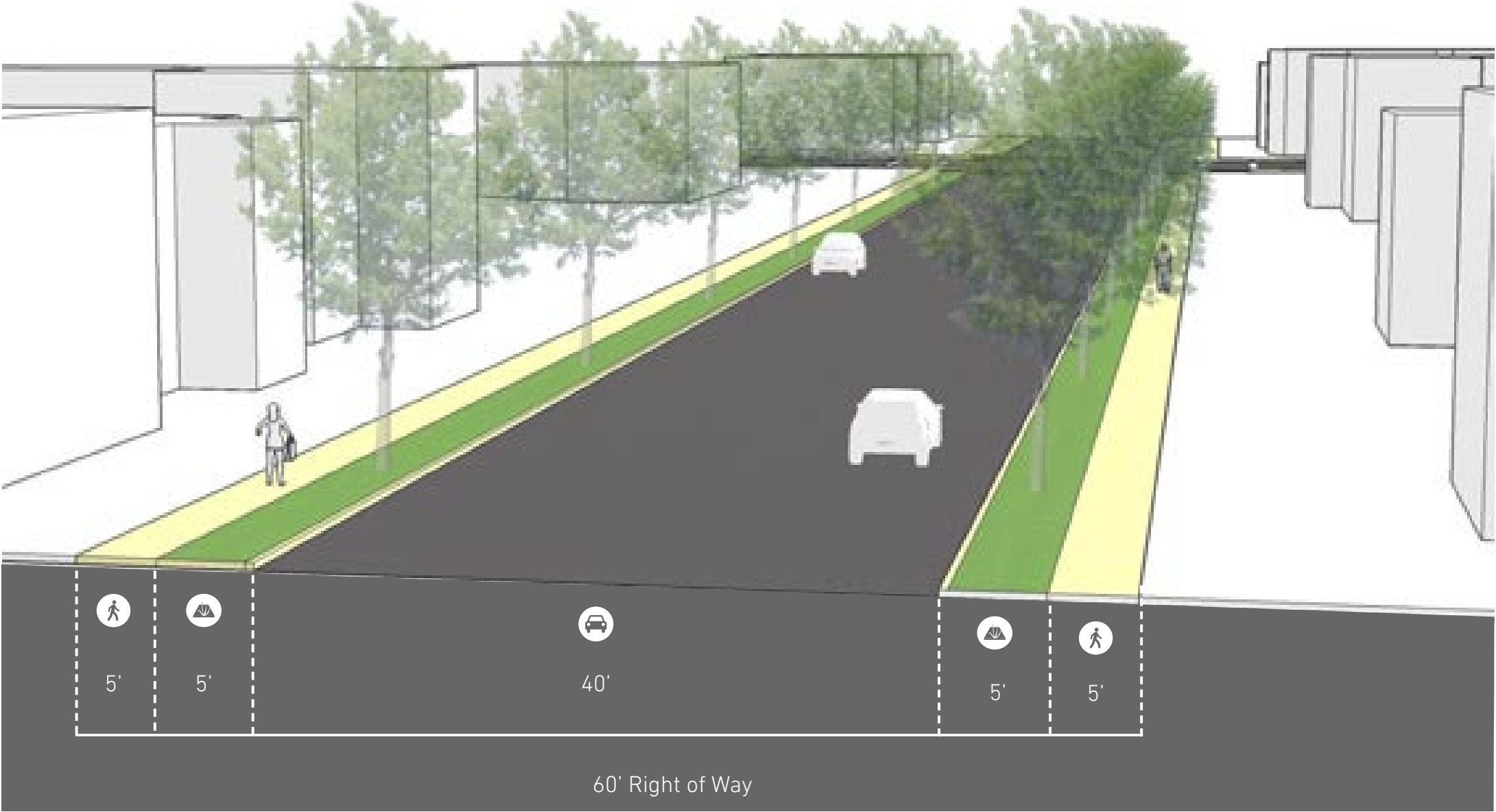


BIKE SHOP LOCATION



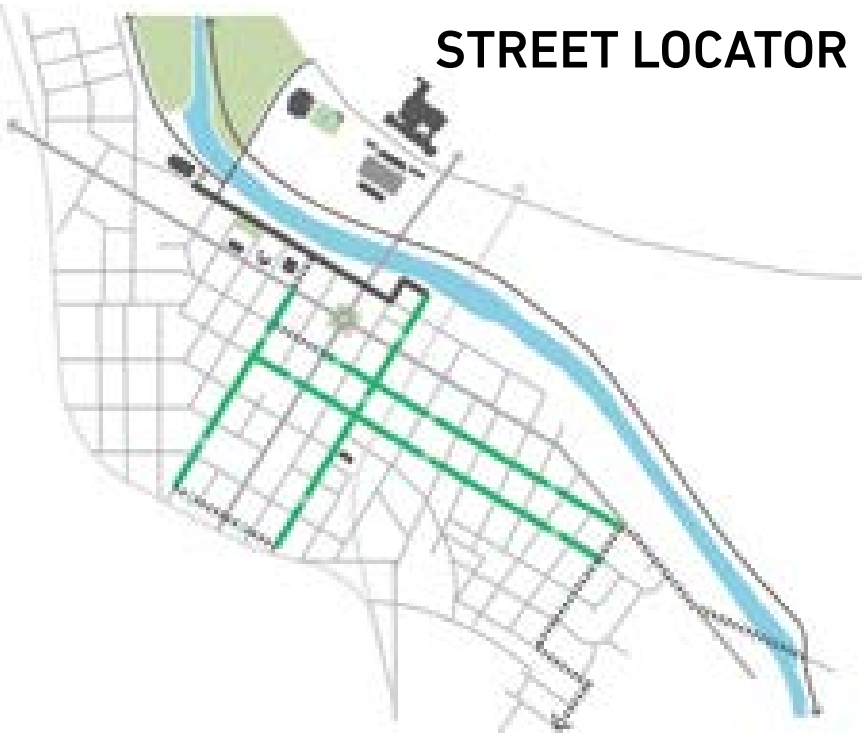
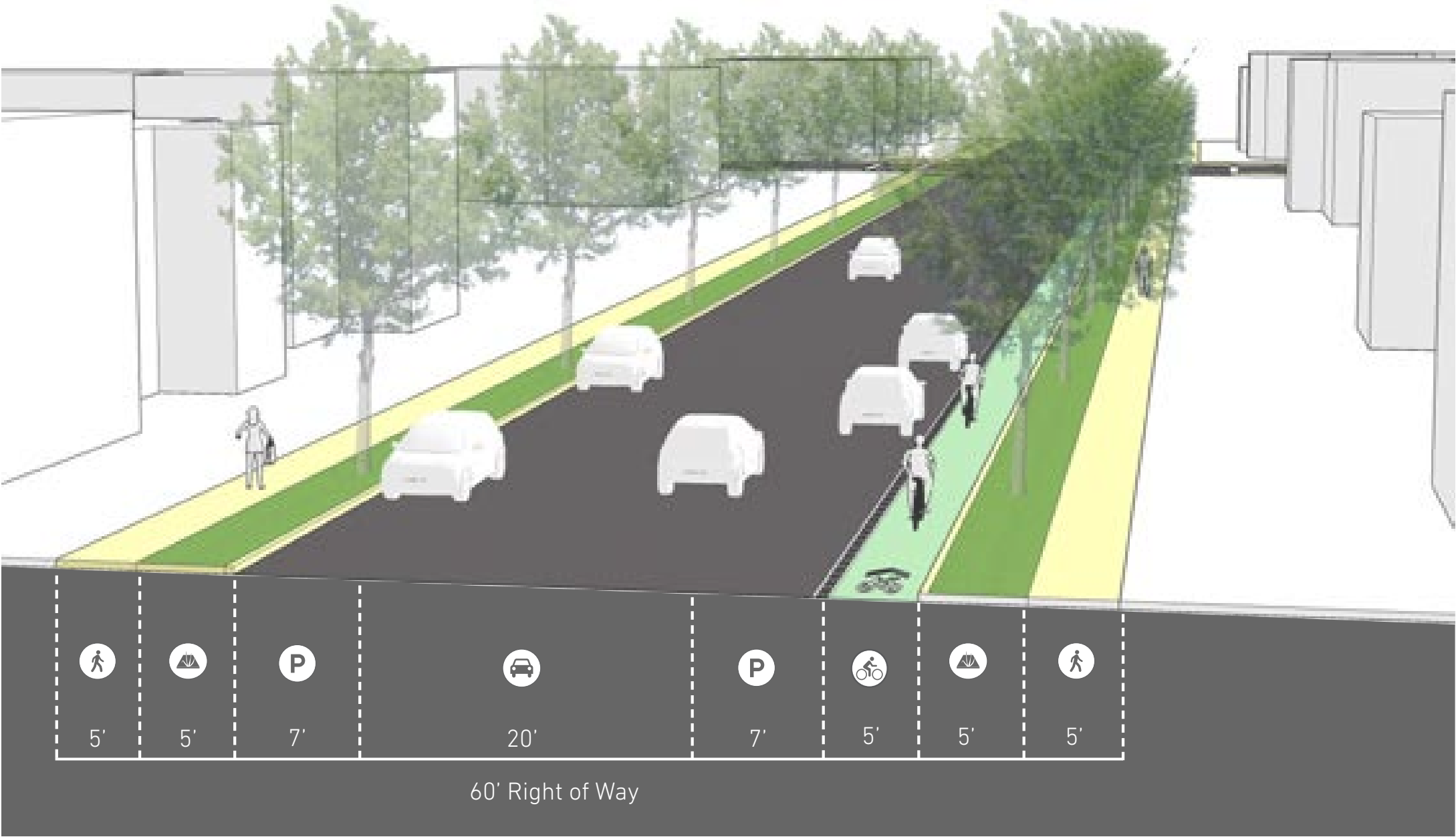
60' Streets (Existing)

Plum - Mulberry - Franklin - Canal

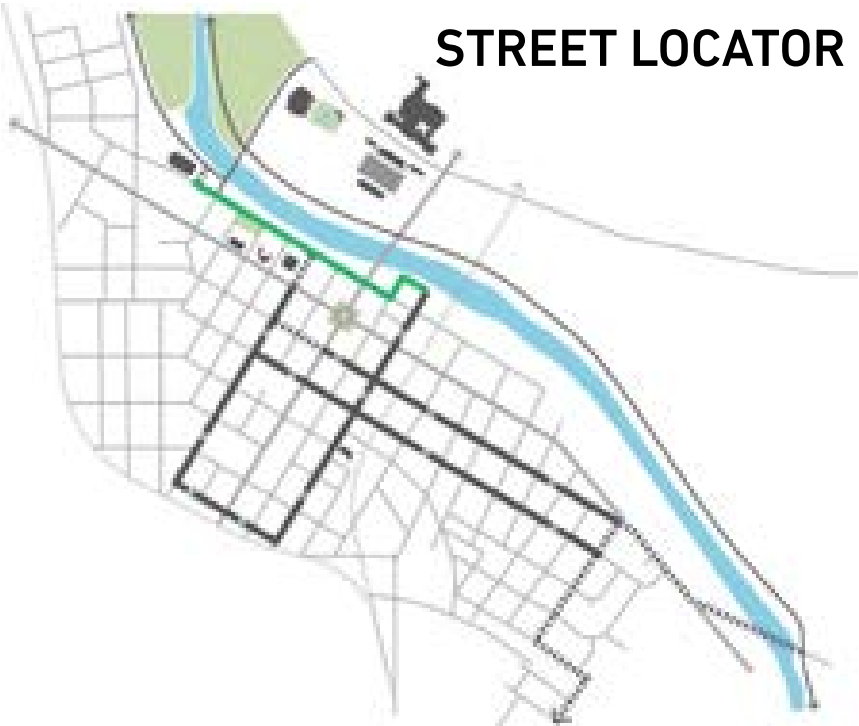
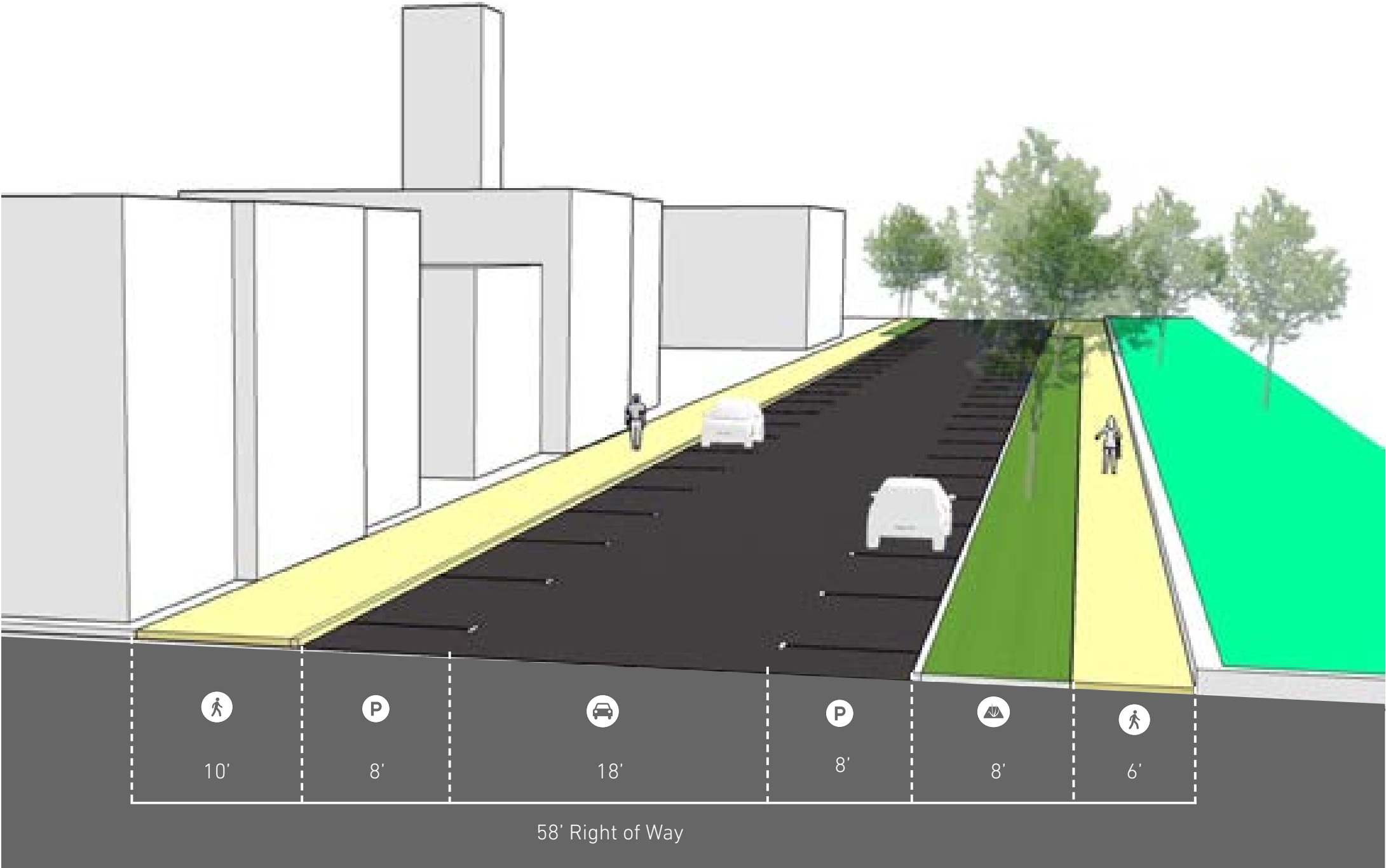


60' Streets (Proposed)

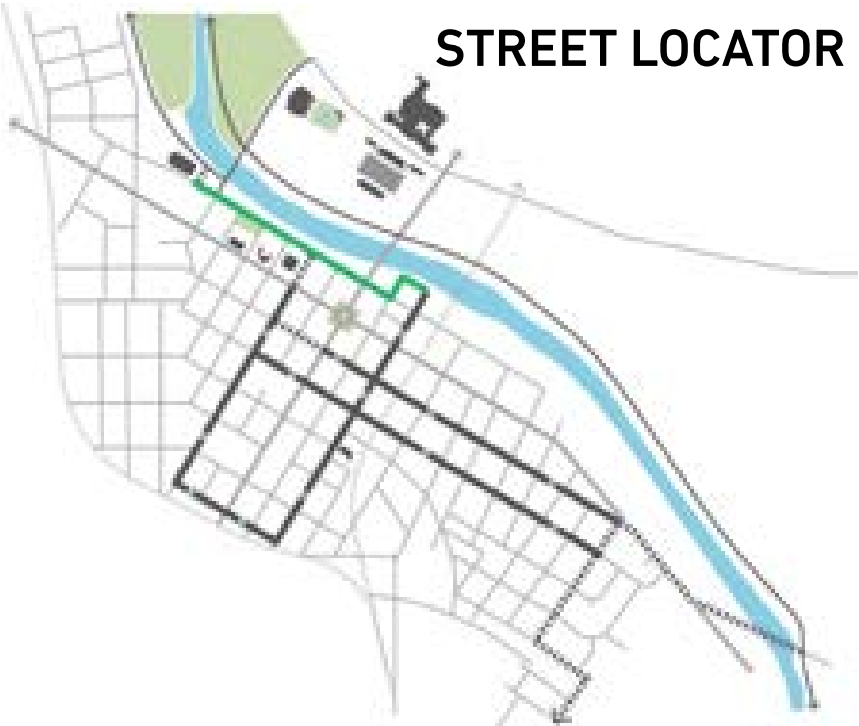
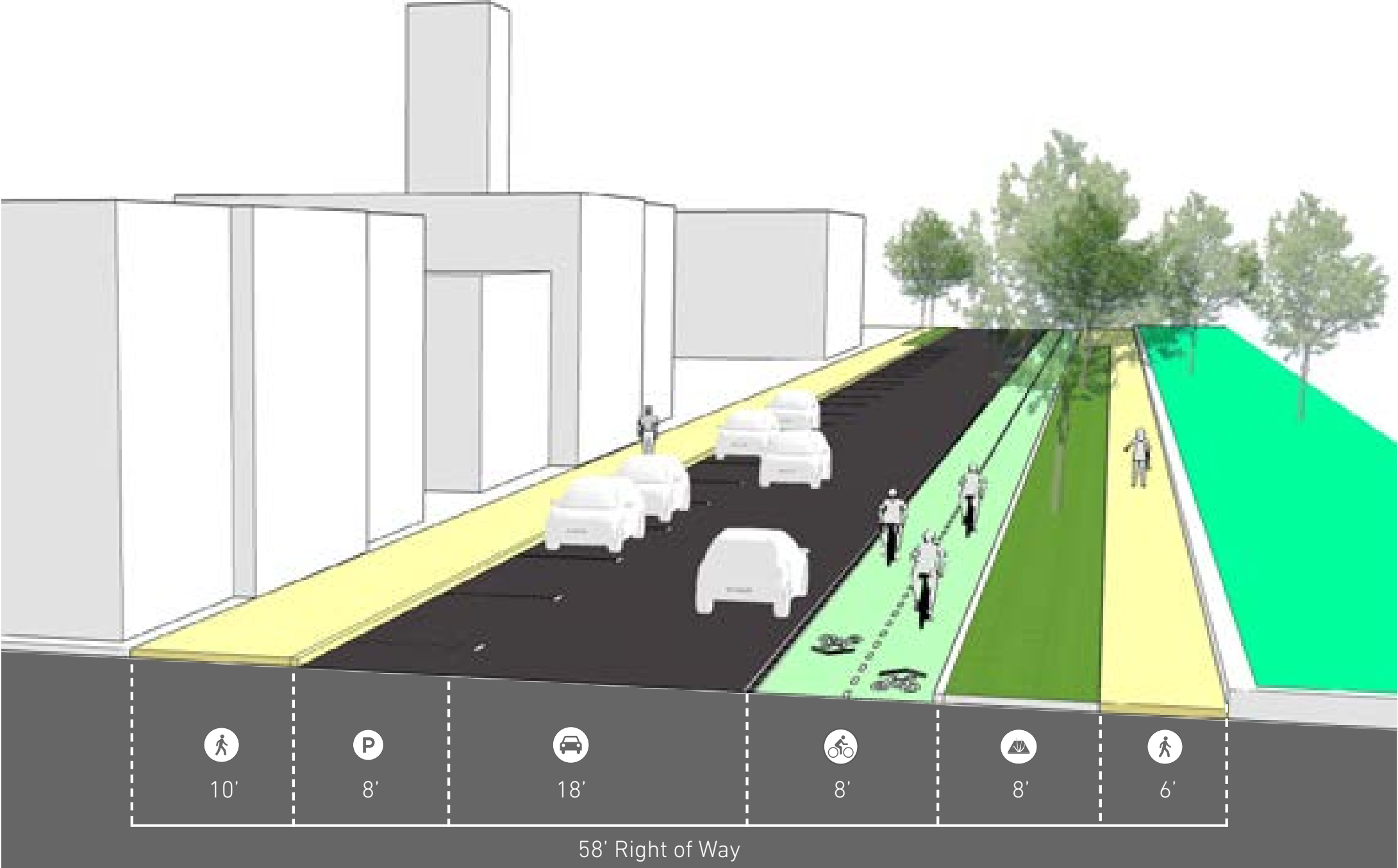
Plum - Mulberry - Franklin - Canal



W. Water Street (Existing)



W. Water Street (Proposed)



Connections and Confinements

Shared Lanes

In some cases, the streets may not have enough room to implement isolated bike lanes. In these cases in which the space is confined, shared lanes will be enacted.

Connections

Another crucial component of the network is the connections to other trail networks running near Troy. These connections will take place on side streets and off-street paths in order to complete the overall network. These paths will have a variety of solutions employed to make the connection, including shared lanes or “walk the bike” zones.

Street Locator Map



Shared Lanes Examples



Connections



For the Courthouse, an ‘off-bike’ zone where users have to dismount could be employed for a safe, direct connection. This area would also help riders to take in the symbolic courthouse building as they walk by on the plaza.

LIST OF STAKEHOLDERS

RECREATION & TOURISM

Provided insight on the impacts and opportunities surrounding tourism, hospitality, and recreation (formal and informal)

- » Ken Siler, Troy Recreation Department
- » Leiann Stewart, Miami County Visitors Bureau
- » Anthony Lombardo, Troy Hockey
- » Linda Lee Jolly, Hayner Cultural Center
- » Kathi Roetter, Troy Area Chamber
- » Chris Jackson, Adventures on the Great Miami
- » Tom Hilbig, Tom Foolery Outdoors
- » Jeremy Drake, City of Troy
- » Stan Kegley, City of Troy
- » Bobby Phillips, City of Troy
- » Bill Wolke
- » Kathy Slack
- » Todd Severt
- » Frosty Brown
- » Dave Pappas

RESIDENTIAL MARKET

Experts on housing supply, price points, absorption rates, product types, demand drivers, buyer profiles, missing market segments, aspirational markets, historic and future trends

- » Jessica Minesinger, Minesinger Companies
- » Tony Scott, Keystone Homes
- » Frank Harlow, Harlow Builders
- » Bart Denlinger, Denlinger Builders
- » Dick Messler, First Troy Corporation
- » Diane Miley, Southwest Historic District
- » Shirley Snyder, Galbreath Realty
- » Ben Denlinger, Denlinger Builders

- » Ben Redick, Brun Realty
- » Wade Westfall
- » Kent Frauenberger
- » Pam Barnhorst, HER Realty

COMMERCIAL/CORPORATE MARKET

Experts on retail supply, rents, performance, missing sectors/offerings, operator needs, buyer/customer needs, opportunities, historic and future trends, as well as small and large corporate real estate needs/opportunities, supply, rents, absorption, leadership/employee preferences, opportunities, historic/future trends.

- » Jordan Romberger, OCRD
- » Ben Redick, Bruns Realty
- » JC Wallace, Troy Development Council
- » Becky Rice, UVMC
- » Jeff Mason, Abott Labs
- » Steve Knostman, Hobart Brothers
- » Jeff Erwin, ConAgra
- » Jeff Dagley, Spinnaker Coating
- » Eric Wehrley, AHM Honda
- » Delane Sloan, F&P America
- » Gerard Smith, Miller Valentine GEM Real Estate
- » Tim Arnet, Walco Warehouse
- » Kohl Kirkland, MVG
- » Chris Eifert, The Avenue
- » Bud Holiga, Clopay Building Products
- » Ron Musilli, Troy Development Council

TECHNICAL/PUBLIC

Provided an understanding of current City initiatives, policies, and practices that influence the plan as well as issues and opportunities that the plan can effectively target.

- » Jill Rhodes, City of Troy Engineering

- » Christy Butera, City of Troy Parks
- » Jim Dando, City of Troy Development
- » Tim Davis, City of Troy Development
- » Gregg Harris, City of Troy Development
- » Doug Wenning, City of Troy GIS
- » Patrick Titterington, City of Troy Service & Safety
- » Scott Myers, Miami County Parks
- » Martin Kim, Miami Valley Regional Planning Commission
- » Angela Hippensteel, Miami Conservancy District
- » Donnie Knight, Wildlife Fish & Game

ADVOCACY

Champions of Troy and the region's current/future amenities, quality of life, built environment, natural environment, and its economic/creative development.

- » Jennifer Ruff, Miami County Locally Grown
- » Conor & Hannah Haren, Haren's Market
- » Amber Sower, ReU Juice Bar + Organic Kitchen
- » Larry Smith, Smith Boathouse
- » Brad Bixler, GNB
- » Kelly Snyder, The Rec
- » Amy Dingel/Jordan Hart, Metro Parks
- » Joyce & Dennis, J&D Bike Shop
- » Chris Jackson, Great Miami River Adventures Club
- » Mike Porter, Troy Family Bike Shop
- » Cheryl Channey
- » Jeff Schultz, Troy City Schools
- » Jim Stubs
- » Doug Thompson, Mutual Federal
- » Eric Stetzel, Main Source Bank
- » Mark Douglas, US Bank

INSTITUTIONAL

Local knowledge on current institutional master plans, community/neighborhood services, needs/issues/opportunities, and investment/funding/partnership opportunities.

- » Bill Lutz, New Path
- » Patrick Kennedy, Troy Historic Society
- » Shane Carter, Lincoln Community Center
- » Jessica Echols, Partners in Hope & MC Continuum of Care
- » Jack Baird, CAC
- » Scott Mazzulla, Hobart Institute of Welding Technology
- » Penny Hoekstra, First Place
- » Sharron Emerick, Riverside Development Disabilities
- » Kelly Snyder, The Rec
- » Eric Herman, Troy City Schools
- » Dr. Gary Wilber, Troy Christian Schools
- » Barbie Holman, Miami County Family Abuse Shelter
- » Linda Lee Jolie/Julie McMiller, Hayner Cultural Center
- » Dennis Propes, Miami County Public Health
- » Dick Steineman, The St. Patrick Soup Kitchen
- » Doub Tremblay
- » Rachelle Miller, Troy-Miami County Library
- » DeWayne Williams, ALN Senior Care & Home Services
- » Lauren Allen, First United Church of Christ
- » J. Kaster, First Presbyterian Church
- » David Leckrone, First United Methodist Church
- » Jim Duell, St. Pat's Catholic Church

LIST OF STAKEHOLDERS - CONTINUED

- » Ali Arbogast, Reading for Change
- » Troy Museum of History
- » Overfield Tavern Museum
- » Melinda Jeffrey/Shawnda Allen, Hobart Gallery of Welding History

DOWNTOWN BUILDING OWNERS / DEVELOPERS

Experts on the current issues and opportunities associated with delivering projects downtown and along the riverfront, providing insight on the relationships with land/building owners to understand who is doing what and what constraints, needs, or opportunities for investment might exist.

- » Frank Harlow
- » Michael Twiss, Troy Community Works
- » Ben Denlinger, Denlinger Builders
- » Wade Westfall
- » Allstate, Patty Rose
- » Jim Kaster
- » Dave Murray
- » Scott Oda, Edward Jones
- » Rob & Heather Davey
- » Bob Cole
- » Cheri Dinsmore
- » Jessica Minesinger, Minesinger Companies
- » Anthony Scott, Keystone Homes
- » Matt Erwin, Erwin Chrysler
- » Jay Harris
- » Joe & Candy Goodall, CG Architect
- » Beth Kerber, Three Weird Sisters
- » David Fair
- » Jeremy Tomb, Tomb Law
- » Ethan Smith
- » John Wilson, Troy Main Street
- » Redmen Lodge

- » Dave Fitzgerald, Elks Lodge
- » Marsha Klein Ryan, K's
- » Todd Uhler

INFLUENCERS

Creative movers, shakers, and innovators in the community to gain insights on the culture, values, and aspirations of part/all of the community.

- » Robert Shook
- » Melissa Kleptz, The Troy Foundation
- » Thom Robinson
- » Ali Arbogast, Reading for Change
- » Leib Lurie, Kids Read Now
- » Ozzie Haddad
- » Ted Mercer, Mercer Group
- » Lisa Bauer, Mayflower Arts Center
- » Dave Arbogast
- » Dave & Linda Arbogast
- » Karen & Terry Purke
- » Corie Schweser, Troy Strawberry Festival
- » Alan Kappers, Dungan Attorneys
- » Jim McGarry
- » Jeff Mason
- » Levi Fox
- » Will Harrelson, FHMS Law
- » Lucas Schulump, The Olive Oasis
- » Patrick Fleckenstein, Safeway Packaging
- » Luke Lindeman, Tabernacle of the Lord Jesus Christ
- » Jordan Hart
- » James Smith, Photos at Six
- » Greg Taylor, Troy Ford
- » Parker Behm
- » Doug Lins, ITW Food Equipment Group
- » Terrilynn Meece, Hayner Cultural Center

ELECTED OFFICIALS

Community, City and County representatives and leadership.

- » Mayor Michael Beamish, City of Troy
- » Martha Baker, City of Troy
- » Adam Hewitt
- » Bill Beagle
- » Steve Huggman
- » John Frigge, City of Troy
- » Jack Evans, Miami County
- » Grant Kerber, City of Troy
- » Tom Kendall, City of Troy
- » Doug Tremblay, City of Troy
- » John Schweser, City of Troy
- » Bobby Phillips, City of Troy
- » Bill Twiss, City of Troy
- » Brock Heath, City of Troy
- » John Twerwilliger, City of Troy
- » Robin Oda, City of Troy
- » Lynne Snee, City of Troy

DOWNTOWN BUSINESS OWNERS/ MERCHANTS

Merchants and retailers with physical locations Downtown and along the Riverfront.

- » Joyce & Dennis, J&D Bike Shop
- » Debbie Char, Troy Bulk Barn
- » Fred Minnich, Sunset Cleaners
- » Jean Dugan, Benefits Analysis
- » Phyliss Mering, The Patch
- » Ethan Smith
- » Larry Smith, Smith Boathouse
- » Lori Gunter, Browers
- » Ken & Rosaleen Rayman, Ray's Shoe Repair
- » Lindsay Woodruff, Pachamamma Market
- » Michelle Schulze, Color Loft Salon

- » Andy & Laura Carter, Raise Your Brush
- » Joe & Candy Goodall, CG Architect
- » Patty Rose, Allstate
- » Chuck Melvin, ARF
- » Dave Murray
- » Christy Shell
- » Mike & Jenny Anticoli, La Piazza
- » Steve Smith, The Caroline
- » Steve McCain & Margret Begg, Bakehouse Breads
- » Beth Kerber, Three Weird Sisters

0-2 YEARS | INFILL DEVELOPMENT



0-2 YEARS | TROY TRUCK YARD



2-5 YEARS | RIVER DISTRICT - PHASE 1



2-5 YEARS | ARTIST-IN-RESIDENCY



5-10 YEARS | RIVER DISTRICT - PHASE 2



5-10 YEARS | PLUM STREET PEDESTRIAN BRIDGE



10+ YEARS | PUBLIC SQUARE



